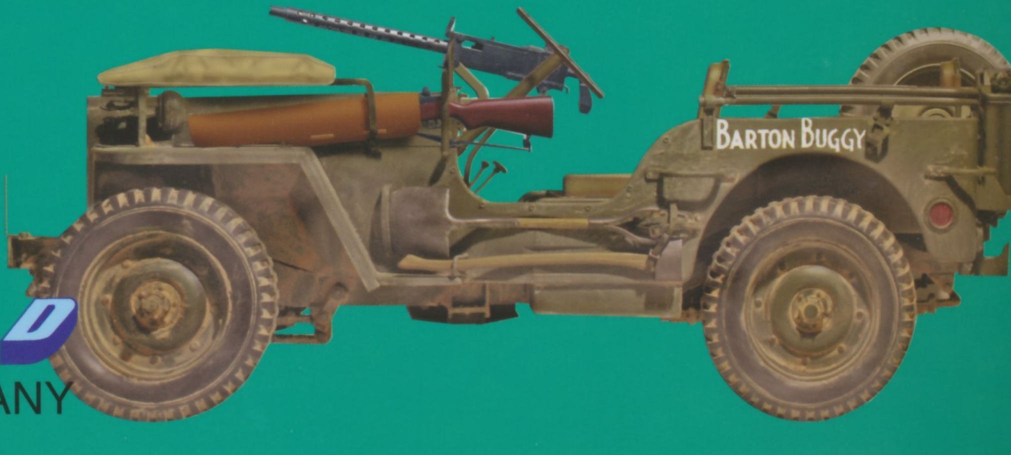
ARMOR AT WAR SERIES

7058

The US Army Jeep at War

Steven J. Zaloga


BARTON BUGGY

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The US Army Jeep at War

Text & Color Plates by Steven J. Zaloga

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INTRODUCTION

The US Army's ¼ ton truck, better known as the jeep, was the most influential military tactical vehicle of the World War II and continues to inspire tactical vehicle design. The jeep emerged when armies worldwide were switching from the horse to the motor vehicle. Its durability, practical design, and appropriate size made it an ideal utility vehicle. It was used in a very wide range of roles as a command car, scout car, weapons carrier and even light prime mover.

The US Army began searching for a light utility vehicle in the 1930s but lacked the funds to proceed until 1940. The development of a new reconnaissance car was undertaken by the Quartermaster Corps' (QMC) Holabird Depot in Baltimore, Maryland. Holabird examined a number of light commercial vehicles, and finally settled on the American Bantam Car Company. The first contract on 25 July 1940 went to Bantam for the construction of seventy ¼ ton reconnaissance cars with the delivery of the first pilot of the Bantam Model 60 that summer. Tests of the pilot indicated the need for improvements and these were applied to the remaining 69 Bantam reconnaissance cars, now called the Mark II.

The program became wrapped up in controversy when the issue of serial production arose. The QMC wanted to put the production contract to competitive bid. Bantam was a very small firm and there was some skepticism whether it could handle a contract of the intended size; another likely contender, Willys-Overland, was in financial difficulties in the wake of the Depression. The QMC was hoping that a major automobile manufacturer such as Ford could be brought in. A compromise was finally reached in November 1941 with three contracts awarded to the three competitors for 1,500 vehicles each.

The Ford design was nicknamed the Pygmy, while Willys offered a design originally called the Quad. The Willys pilot was seriously overweight compared to the Bantam and Ford entries, but this was in part due to the decision to use the more powerful 55 hp "Go-Devil" engine which also mandated use of a heavier transmission. The decision to use a more powerful engine proved far-sighted, since it resulted in a vehicle more suitable for cross-country travel and helped distinguish the Willys design from its competitors. To avoid losing the contract, Willys redesigned the Quad by reducing the weight and the resulting Willys MA was distinguishable by a new front end. The definitive Ford design was called the Ford GP. The revised Bantam was designated the Bantam 40 BRC (Bantam Reconnaissance Car). Army tests were conducted in the summer of 1941 to determine the best design. The tests favored the Willys design due to its more powerful engine, transmission advantages, a stronger frame, and a better radiator, but the Bantam 40 BRC and Ford GP each had details in their favor, such as the better steering on the Bantam and better springs on the Ford. The report recommended that the Willys design be selected but with the Ford shift lever and hand-brake arrangement.

The next contract was put out to competitive bid. The war started on 7 December 1941 before the final contract issues had been settled. The Army added two increments to the first contract for 966 Ford GP and for 50 4-wheel steering Ford GP, bringing total GP orders to 2,516. Likewise, Bantam received additional orders for the BRC including commercial contracts from Britain bringing total orders for the BRC to 2,572. In the end, Willys superior design and lower cost, plus Ford's industrial capacity meant that the mass production contracts went to them. As a concession, Bantam was given contracts for the widely used ¼ ton trailers.

Prior to the start of production of the standardized ¼ ton trucks in 1942, the QMC insisted on a series of changes for the final design. The resulting vehicle was designated by Willys as the MB, while Ford called their standardized ¼ ton truck the GPW. Both designs were nominally identical though in fact there were many minor design differences. The Willys MB entered production before the Ford GPW in late October 1941. The original Willys MB had the same type of slat grill that had been common on all the early production ¼ ton trucks. When Ford started manufacturing its GPW in February 1942, it introduced one of the signature features of the standardized jeep, the pressed steel grill, that had been introduced to simplify manufacture. This feature was adopted as standard and began appearing on Willys jeeps manufactured in March 1942 after some 25,808 "slat-grill" MB had been manufactured. There were numerous small detail changes to the standardized jeep through the course of production. It is also worth noting that some changes were introduced in contracts for foreign customers. So for example, a contract by the Canadian Army in early 1942 led to the introduction of driver-side electric windshield wipers on a February 1942 production batch, a detail not found on the parallel US Army contracts.

Officially called the ¼ ton command and reconnaissance truck, the new vehicle soon had a variety of nicknames. Irving "Red" Hausmann, a Willys-Overland test driver called the Willys MB the "jeep" during the trials at Holabird to distinguish the Willys vehicle from its Bantam and Ford competitors. "Jeep" was already used for some vehicles in the 1930s, and also was the name of a character in the Popeye comic strip. There is a popular but mistaken idea that jeep was a contraction for the army term GP or General Purpose. In fact, there was no such army designation and the Ford GP designation was based on their industrial parts designation system with G indicating a government vehicle contract, and P assigned to all 80 inch wheelbase reconnaissance cars. The name spread from Hausmann to the staff at the Willys Toledo plant, and finally into public attention after a Washington Daily News story in February 1941 about the new US Army ¼ ton trucks. This was the first known public use of the term jeep.

Even though the "jeep" has been associated with the Army ¼ ton truck since 1941, it was not the only name nor was it the most commonly accepted name in the army. In 1941-42, many soldiers still used "jeep" to refer to the ½ ton truck, which led to the smaller ¼ ton being called "son of jeep" or "baby jeep". Within the cavalry, all ¼ ton trucks were called "bantams" after the original manufacturer, and "bantam" remained a common name well into 1945, especially in cavalry reconnaissance units. The Armored Force frequently used the term "peep" for the ¼ ton truck since its main missions was reconnaissance and "peep" seemed a nice fit. This was reinforced by the tendency to call the Dodge ¾ ton command car the "beep". So for a time in 1942, there was a certain logic to the army slang: peep (¼ ton), seep (amphibious ¼ ton), jeep (½ ton); and beep (¾ ton), but this was never official. Other names were used overseas. In Britain, the ¼ ton truck was typically designated as the Willys 5 cwt 4x4 car, though "Blitz Buggy" was its most popular name.

The name "jeep" became the predominant popular name in the United States during the war because of corporate advertising. When Willys began to promote their role in the American war effort in magazine advertisements in 1942, they regularly referred to their ¼ ton truck as the jeep. Ford followed suit, also calling the ¼ ton truck the jeep. The issue was finally settled in 1947 when Bantam tried to sue Willys to stop it from using the name "Jeep" on its civilian jeeps, arguing that Bantam had developed the concept. The court ruled in favor of Willys, and Jeep subsequently became a registered trademark of the Willys company, now Chrysler Corporation.

In the end, some 634,569 jeeps were built during the war, with the predominant types being 348,849 Willys MB and 277,878 Ford GPW. Most of the jeeps shown in the pages here are these types as most early production jeeps either remained in the United States for training or were shipped overseas to Britain and the Soviet Union under the lend-lease program. It is extremely difficult to distinguish the Willys and Ford vehicles apart unless the registration number can be clearly read or unless some very small detail differences can be identified. Besides the conventional jeeps, Ford manufactured 12,774 GPA amphibious 4x4 trucks, variously called "seeps" or "amphibious jeeps". In total some 182,597 ¼ ton trucks and 4,486 amphibious ¼ ton trucks were shipped via Lend-lease with Britain and the Soviet Union being the principal recipients.

The original plan had been to deploy 36 jeeps in each US Army infantry regiment but by 1944 this had increased four-fold to 149 in each regiment. Each US infantry division was allotted 612 jeeps under the 1943 tables of organization and equipment (TO&E) while the armored divisions operated 449 per division. They were used in virtually all other types of tactical units including mechanized cavalry, artillery and engineer units. In addition they were used as support vehicles in the other services including the US Army Air Force, Navy and US Marine Corps.

Jeeps proved to be very adaptable and underwent numerous field conversions, Many of these will be seen in the photos here such as armored jeeps, rail-jeeps, and various improvised armament packages. In some cases, these conversions led to the production of accessory kits that were manufactured in the US and could be applied to the Jeeps when needed. There were a number of standardized accessories. The most extensively-used jeep accessory was a ¼-ton trailer with some 143,368 manufactured, nearly one for every four jeeps.

Early British use of the jeep in North Africa in 1942 revealed the need for a surge tank for the radiator in extreme heat. Desert cooling kits were locally developed in Egypt, but later both the US and Britain manufactured kits for this purpose. The surge tank was usually mounted on the right front side of the engine grill. A frequent problem in field conditions was the presence of communication wires inadvertently strung over roads or deliberately strung across roads to injure motorcycle or vehicle crews. The simplest solution to this problem was to mount a vertical bar on the bumper which would either snap the wire or push it over the passenger compartment. The first examples of these were seen in Tunisia in 1943, but they became commonplace in Italy in 1943-45, and especially in France in 1944. Some ordnance units created standardized kits which usually had refinements such as a small cut-out at the top of the bar which trapped and snapped the wire.

Due to the need to land vehicles through water during amphibious landings, a deep water fording kit was developed in 1943 that could be fitted to the jeep. This permitted the jeep to be driven off landing craft such as the LCM into shallow water without flooding out the engine or short-circuiting the electrical system. After a number of temporary kits were issued, the army finally standardized the universal G9-5700769 kit which contained flexible hoses for both the exhaust and air intake as well as suitable waterproofing equipment.

Many units in the field created baggage racks that could be attached to the rear of the jeep to accommodate more stowage. Jeeps were widely used in medical units, and were frequently employed for front-line casualty evacuation. Litters could be carried on the hood, or across the rear compartment, but many units developed simple frames to permit the jeep to carry two litters on the front and two in the rear. A variety of different configurations will be seen in the photos here.

Since jeeps were often used for scouting, a variety of machine gun mounts were developed for attaching the .30 cal and .50 cal machine gun. Some of these were improvised field fits, but gradually more standardized pintle mountings began to appear. Jeeps were sometimes converted for larger weapons including rocket launchers and bazookas.

The durability and versatility of the jeep established it as a standard type of tactical vehicle since 1941. In more recent decades, many armies have been moving to a larger vehicle such as the HMMWV due to the need for more room for tactical radios and the larger amount of gear carried by modern combat troops. Besides its critical importance in military vehicle history, the jeep established a popular category of civilian vehicles as well, inspiring the current generations of all-terrain vehicles and sport utility vehicles.

Author's Note: All photographs are from official US sources, primarily the US Army Signal Corps, but also US Army Air Force and US Navy.

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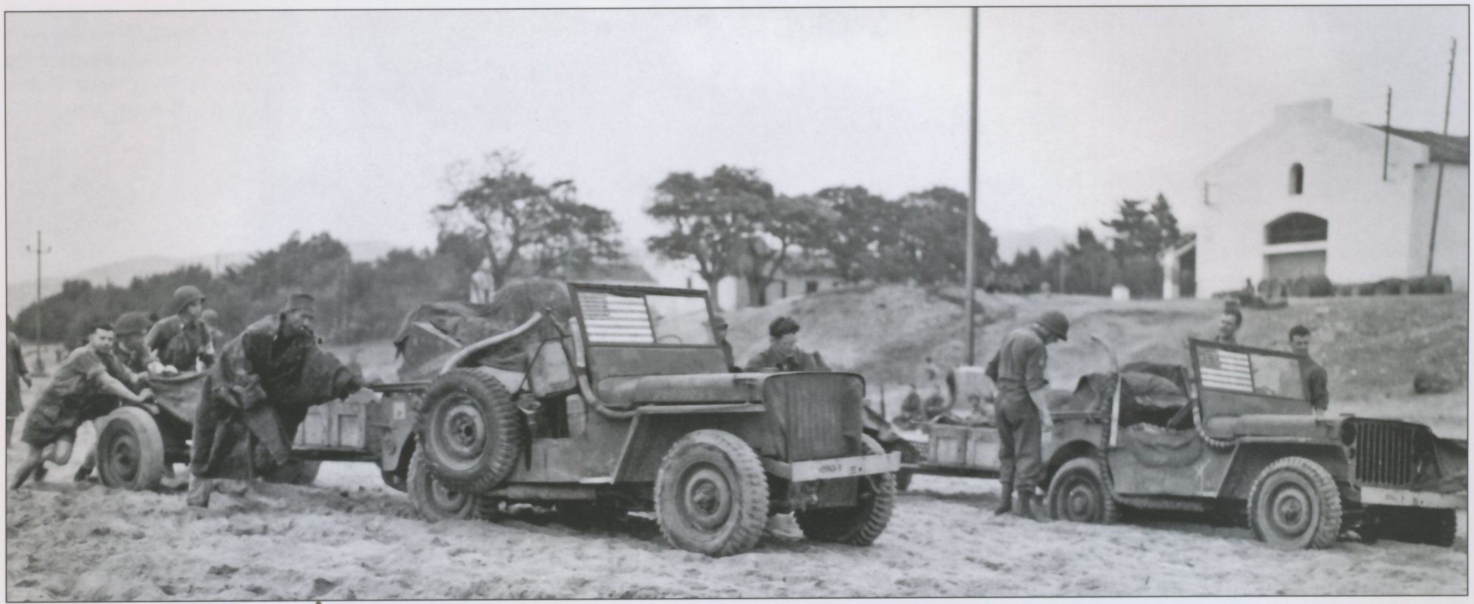
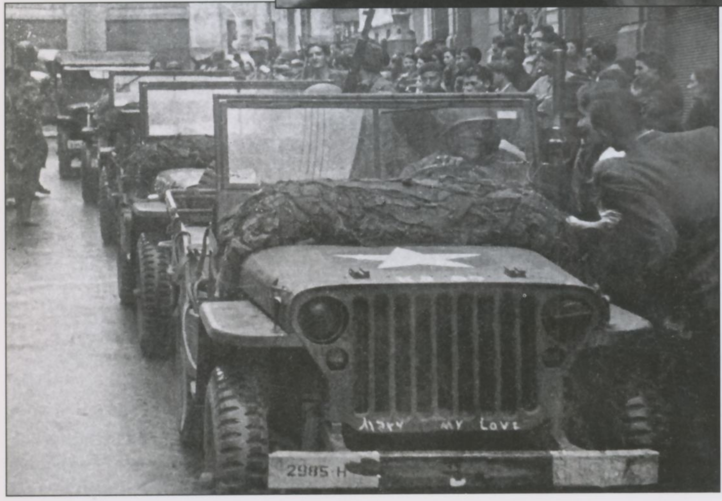
North Africa 1942-43

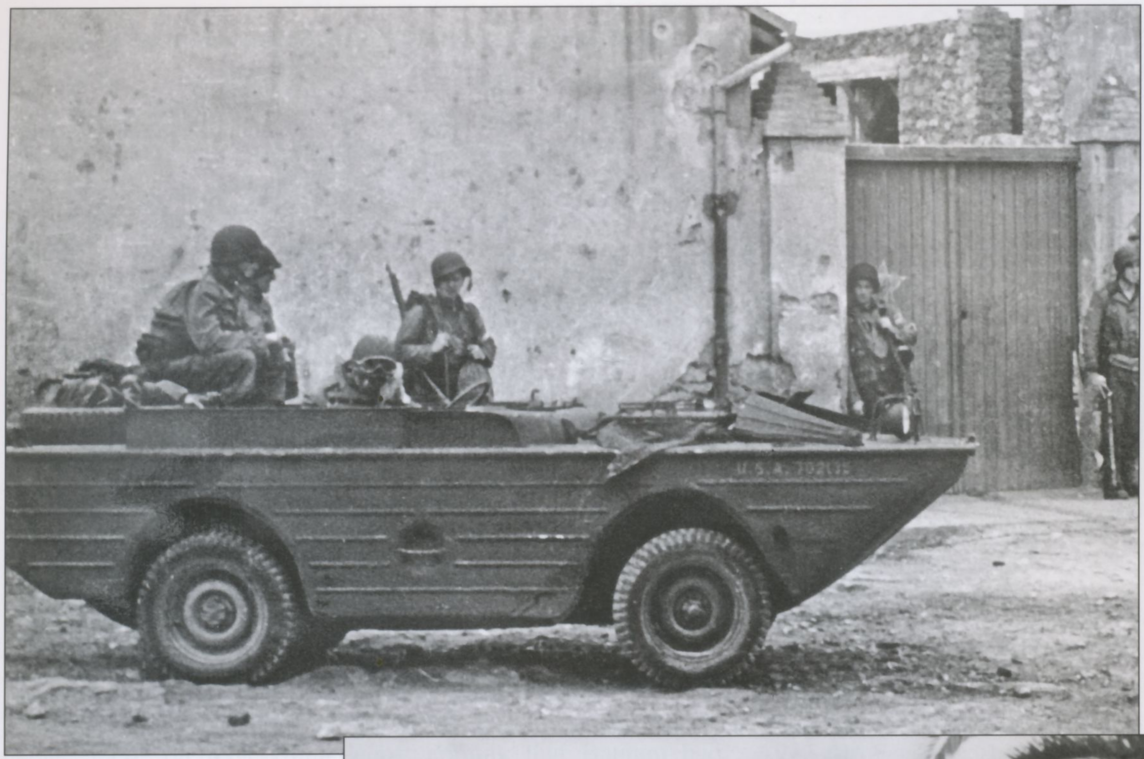


Jeeps towing 37mm anti-tank tank guns of the 531st Engineer Group come ashore at Y Beach near Les Andalouses in Morocco on 8 November 1942 at the start of Operation Torch in support of the 26th Combat Team, 1st Division under Brig. Gen. Theodore Roosevelt. The jeeps have been prepared for wading with snorkel tubes and other water-proofing. US vehicles during Torch carried prominent American insignia such as flags on the presumption that the French were less apt to fire on them than if they suspected they were British.

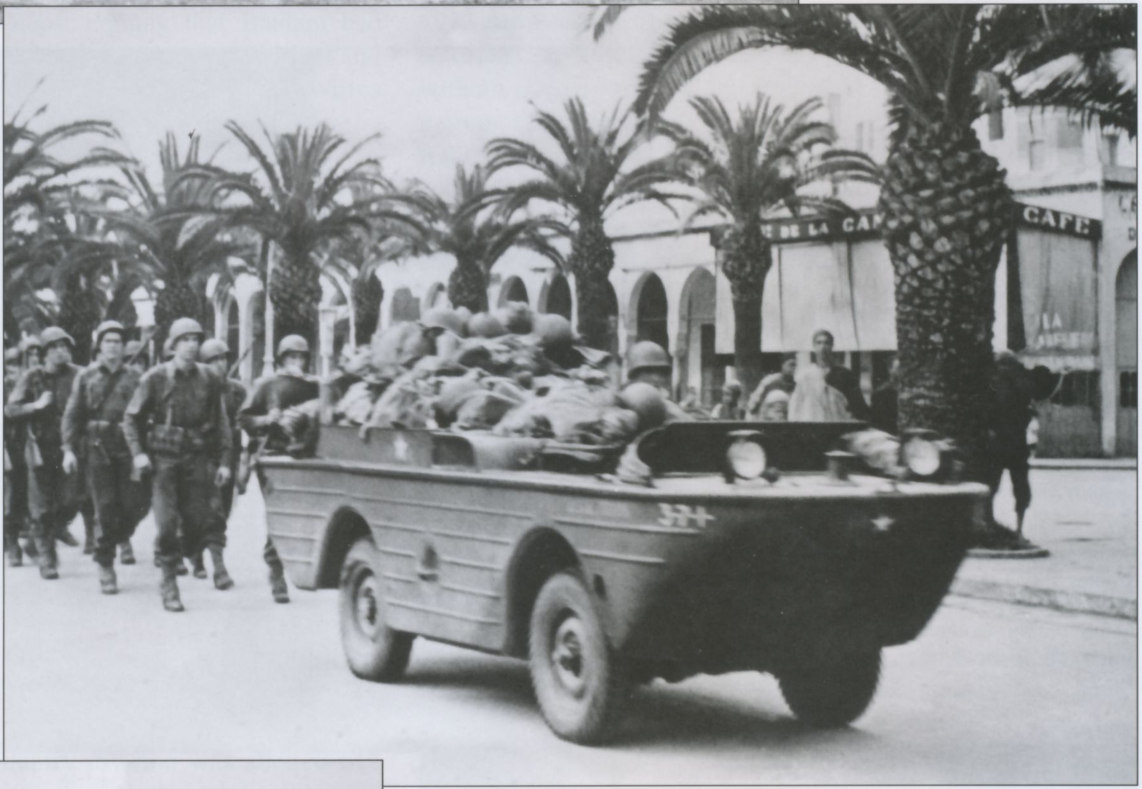
Battalion officers confer around a jeep during the landings in French North Africa during Operation Torch on 9 November 1942.



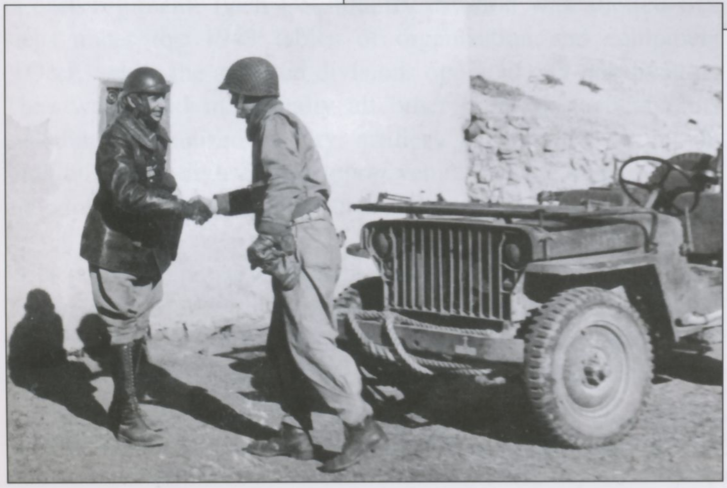
"Mary My Love" leads a column of jeeps in Oran in November 1942 during the Operation Torch campaign. This shows a rare example of the Torch air identification marking, a blue disc and white star on the hood.



A Seep amphibious jeep in French North Africa during the Operation Torch landings in November 1942. This was one of the few campaigns where the amphibious jeep was widely employed by the US Army.



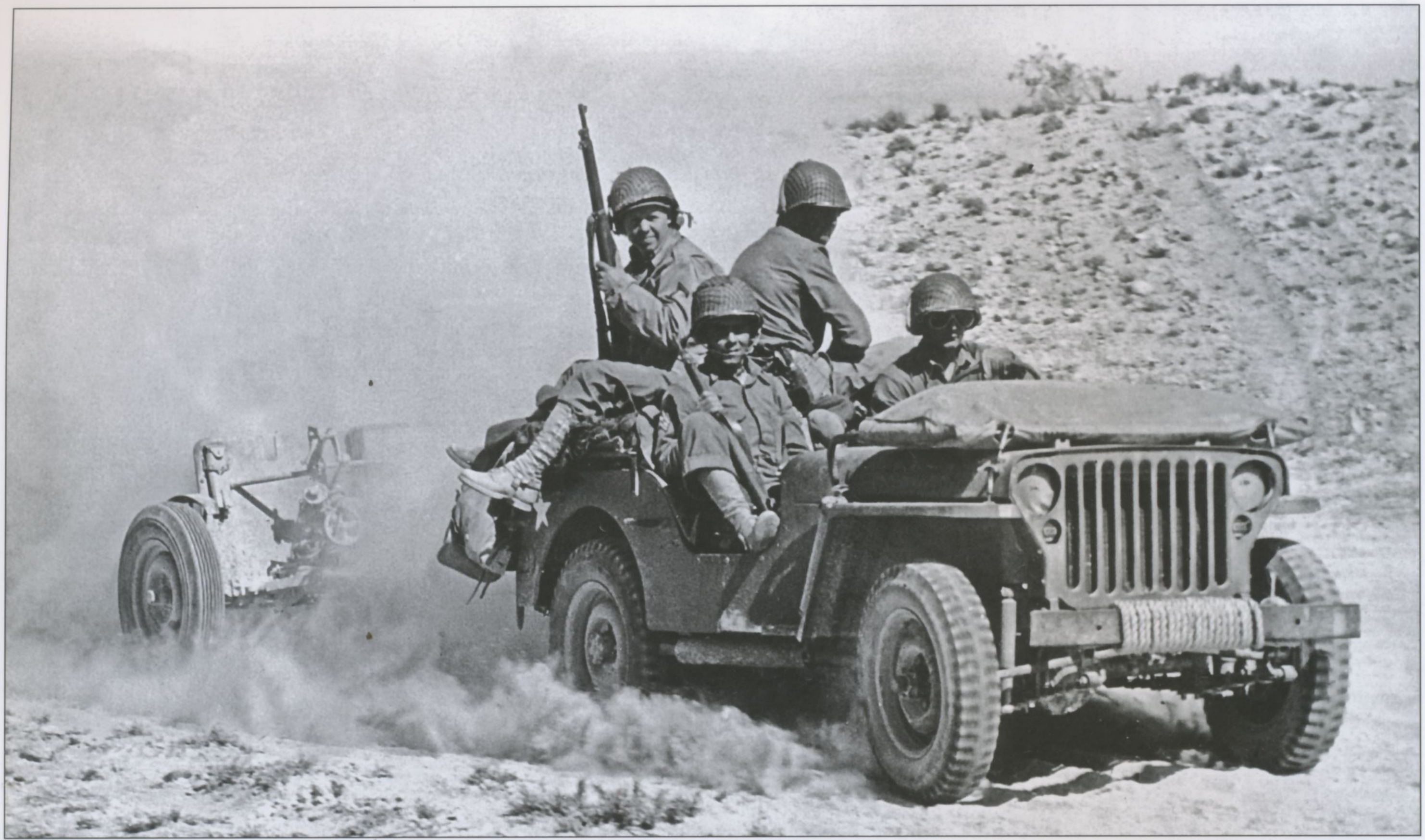
An amphibious jeep of the 7th Infantry, 3rd Division leads a column in Casablanca on 11 November 1942.



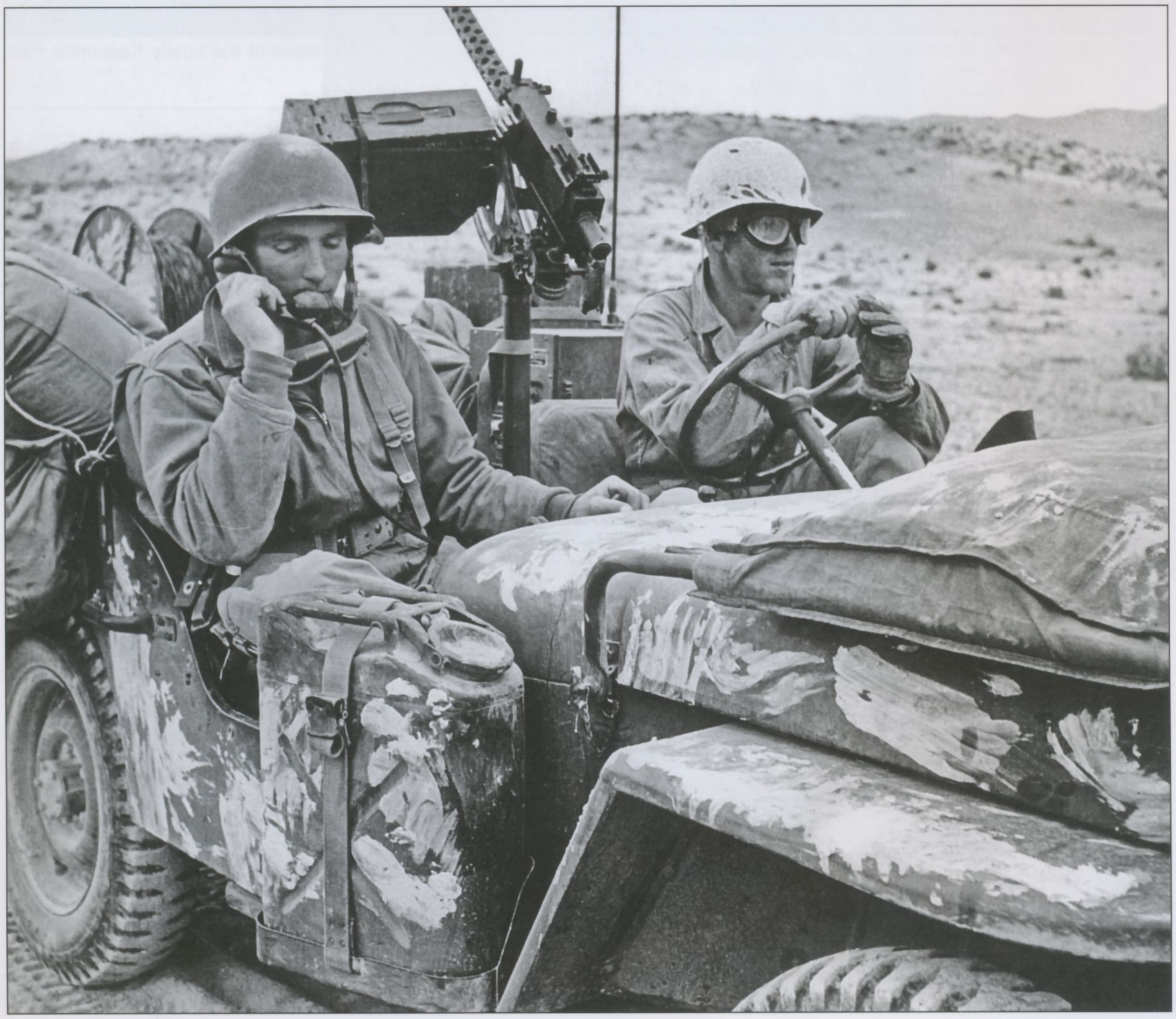
A Free French tanker greets a US jeep recon team near Kasserine Pass in February 1943. By this time, a number of former Vichy French units had switched to the Allied side. The jeep is an early slat-grill MB.

A bedraggled jeep patrol returns after escaping death during the savage fighting around Sid bou Zid in the opening phases of the costly Kasserine Pass battles in February 1943.

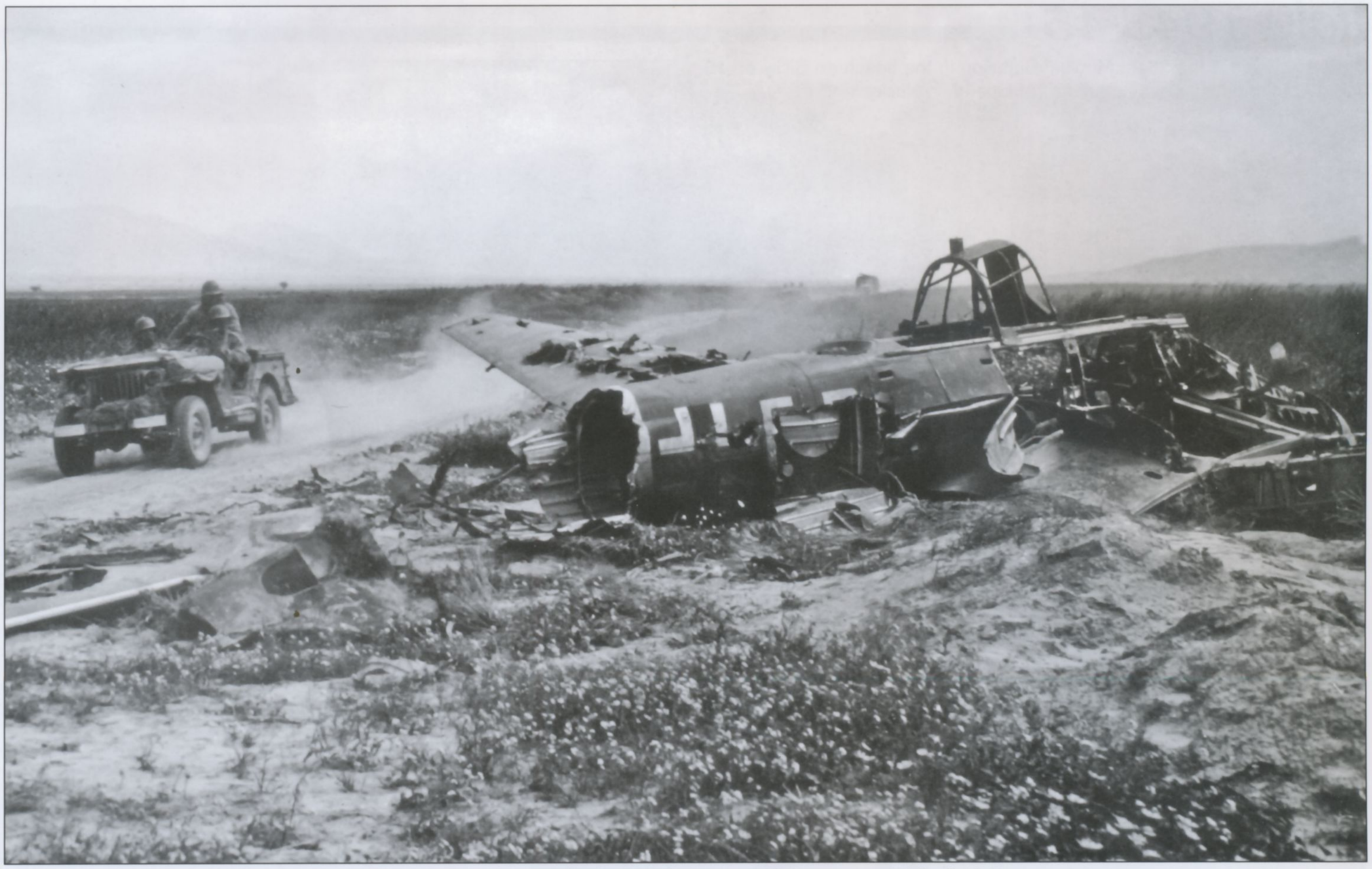
A jeep recon patrol from a tank destroyer battalion moves through Kasserine Pass during the fighting in the area on 25 February 1943.



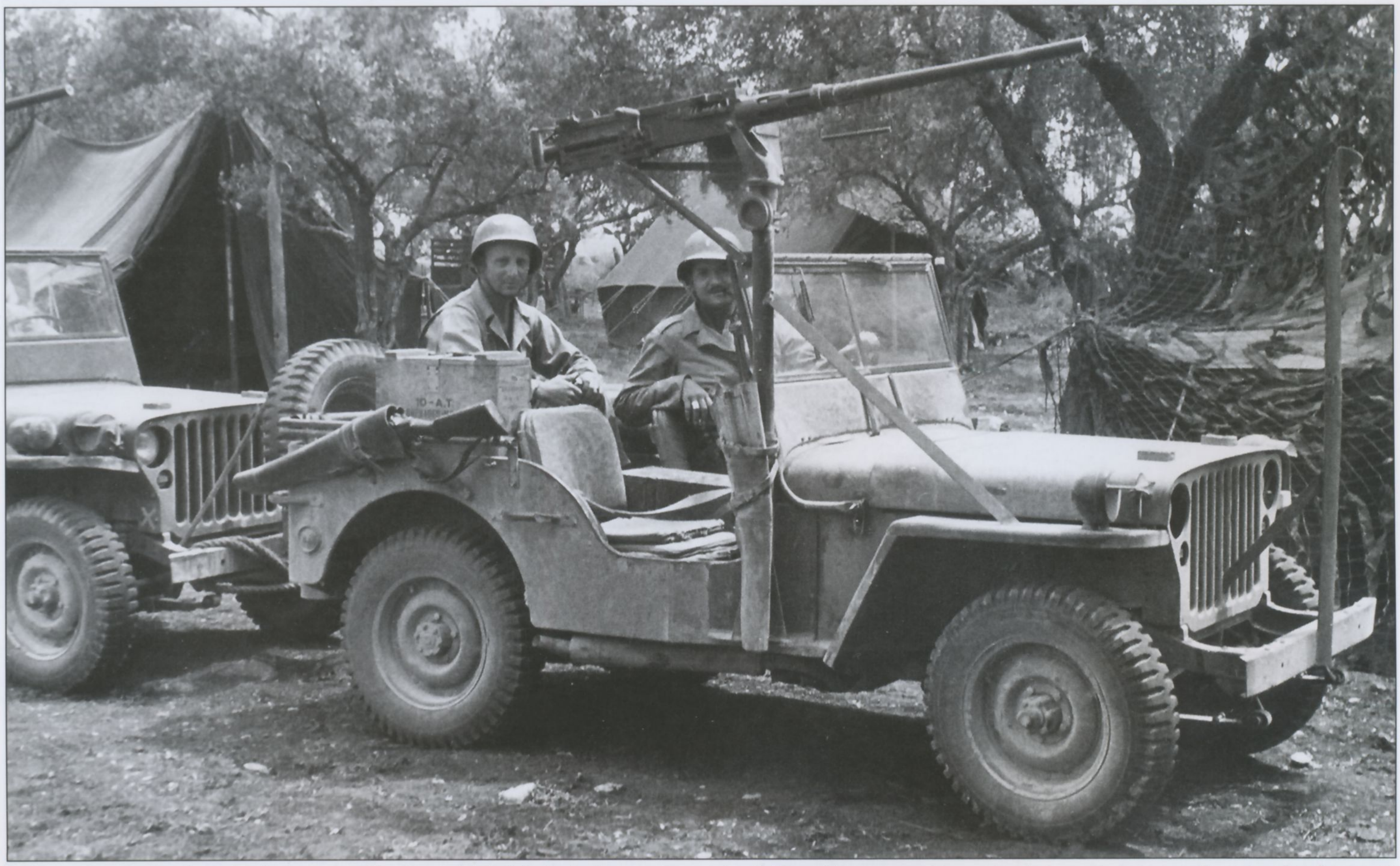
A jeep serves as a prime mover for an infantry 37mm anti-tank gun. The jeep was the standard prime mover for this weapon in 1942-43.



A .30 cal armed jeep patrols near El Guettar during the fighting there on 23 March 1943 by the 1st Infantry Division.



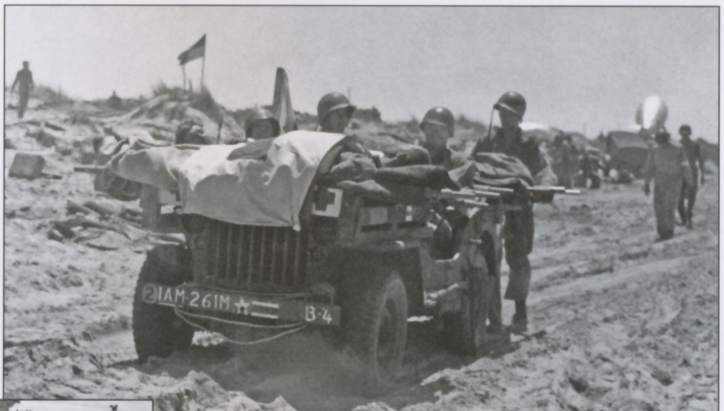
A jeep of the 1st Armored Division passes by a wrecked Luftwaffe Ju-87D Stuka near Maknassy on 11 April 1943.

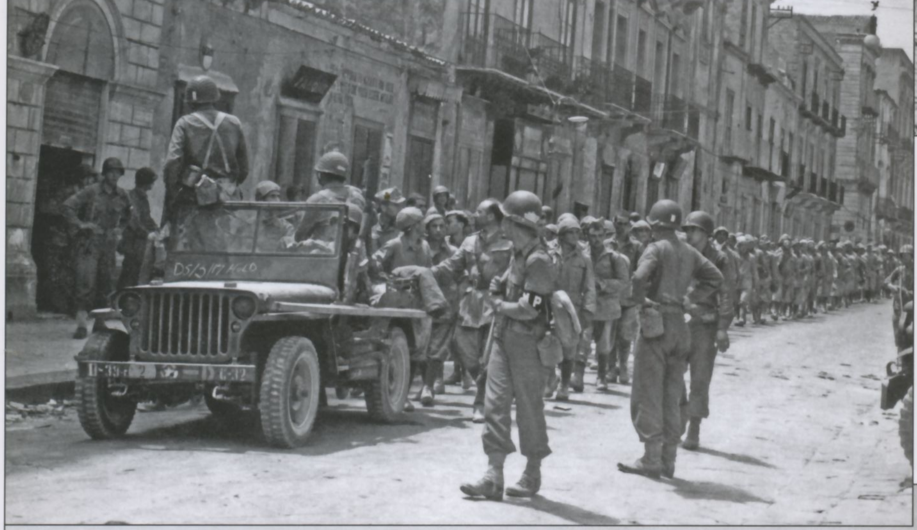


A interesting example of early jeep modifications in Tunisia including an improvised .50 cal heavy machine gun pintle and a very early example of an anti-wire device fitted to the front bumper to prevent injuries from wires strung across roads. These modifications were undertaken by II Corps' Provisional Ordnance Group which was headquartered near Beja, Tunisia in May 1943.

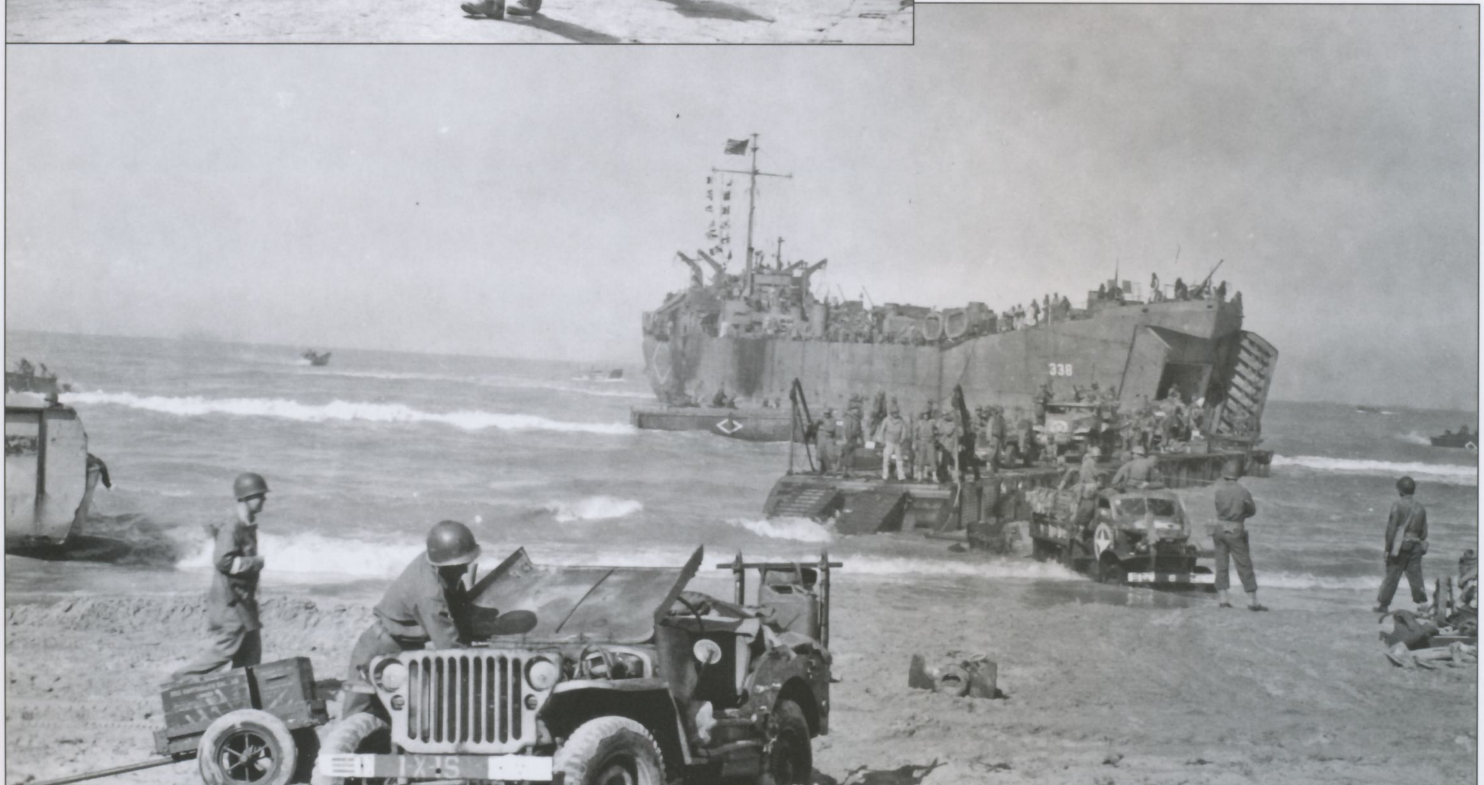
Italy 1943-45

A medical jeep of the 261st Medical Battalion in the beach on Sicily on 10 July 1943 during the opening phases of Operation Husky.

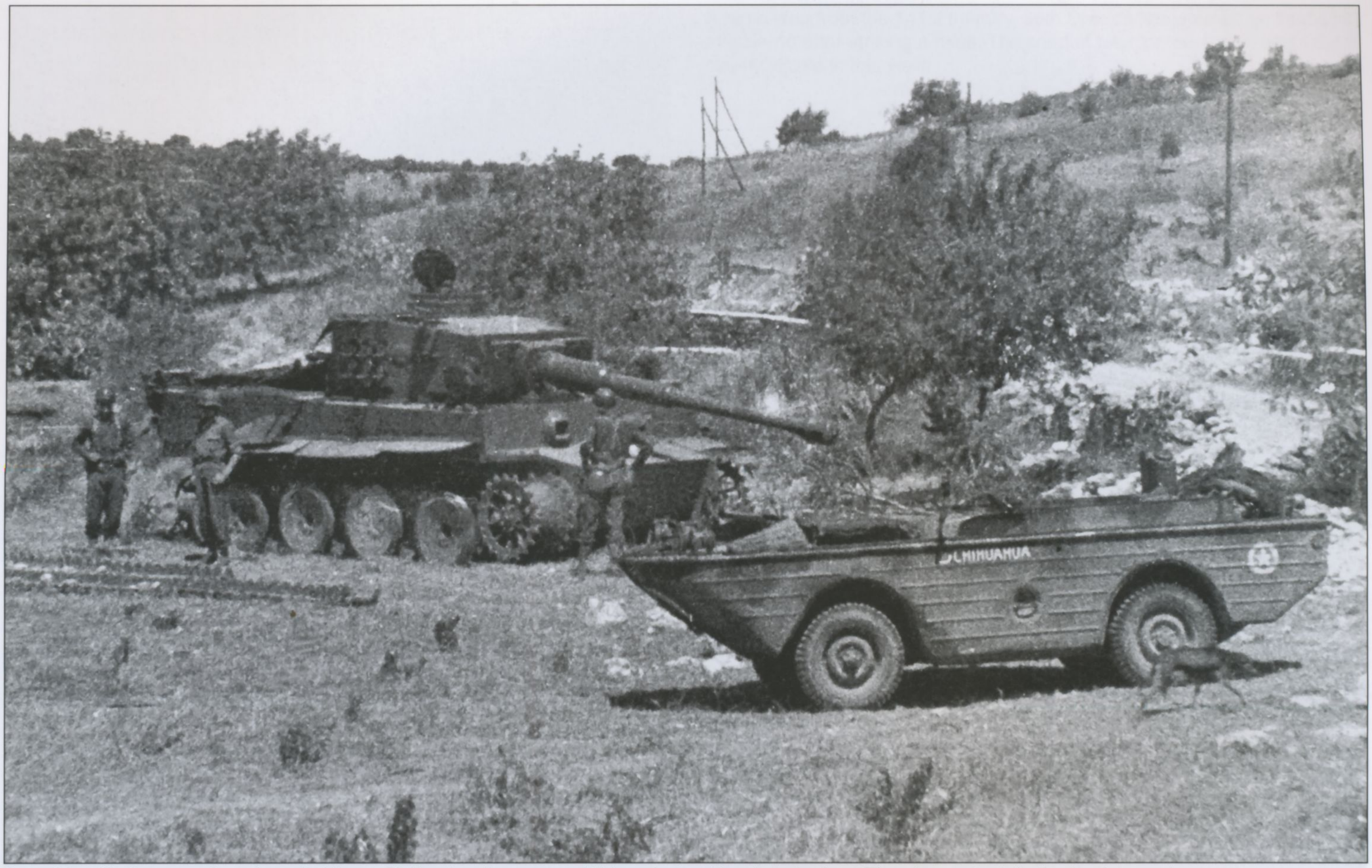




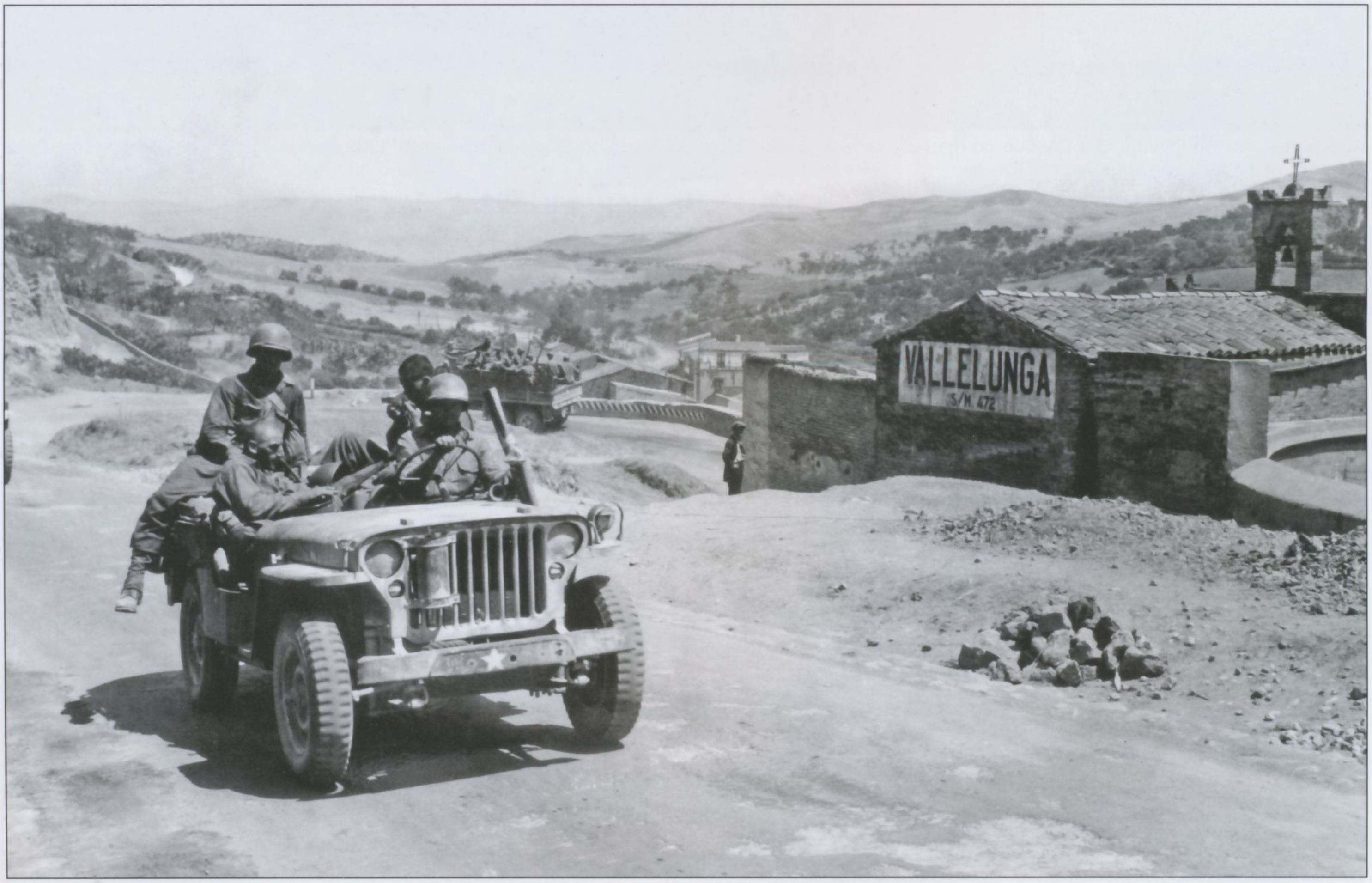
A jeep from Charlie Company, 39th Infantry, 9th Division escorts a column of Italian prisoners through the streets of Gela on 11 July 1943.



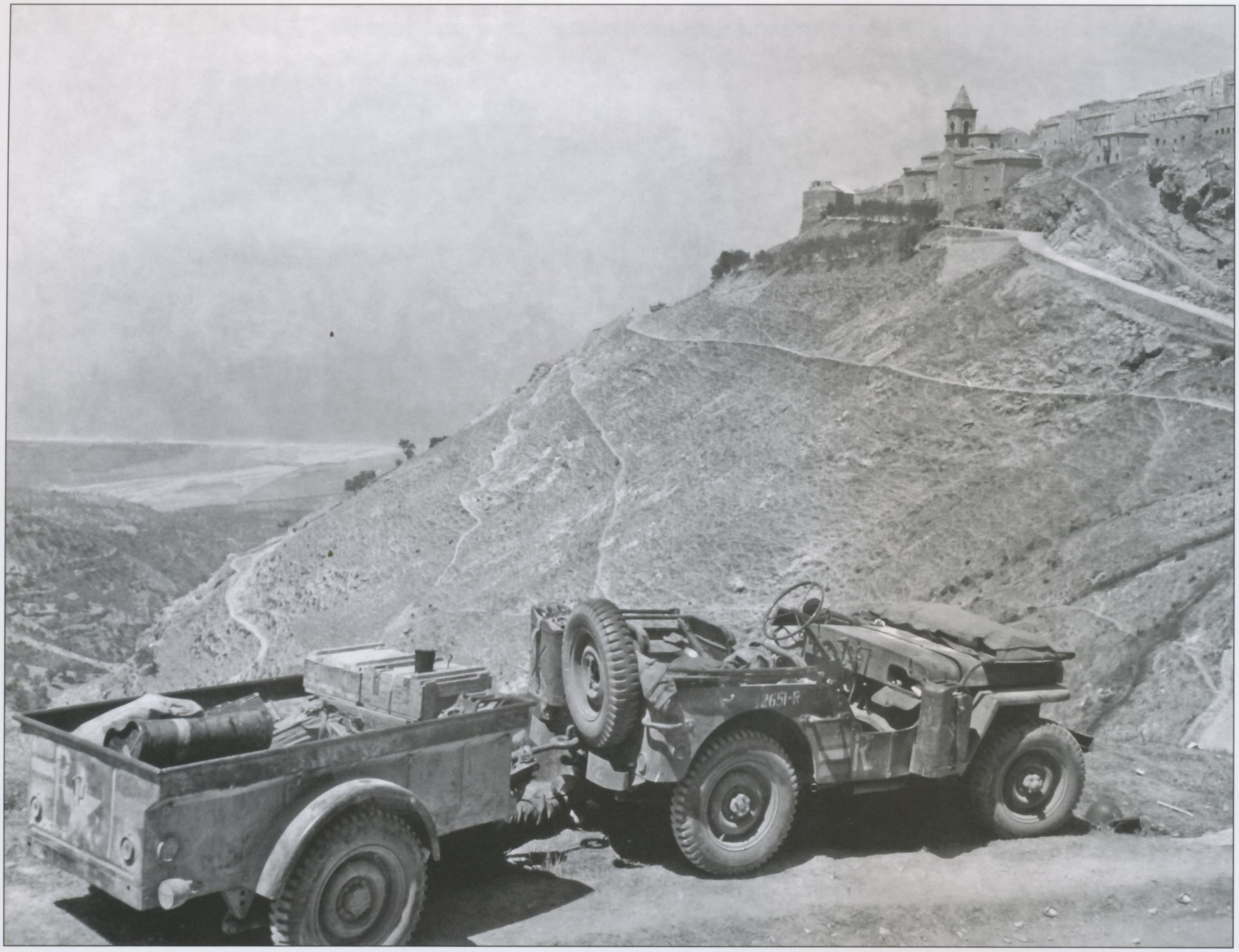
A jeep of the 1st Service Battalion, 1st Division is stalled on the beach on Gela on 10 July 1943 during the Operation Husky landings on Sicily while an LST unloads in the background.

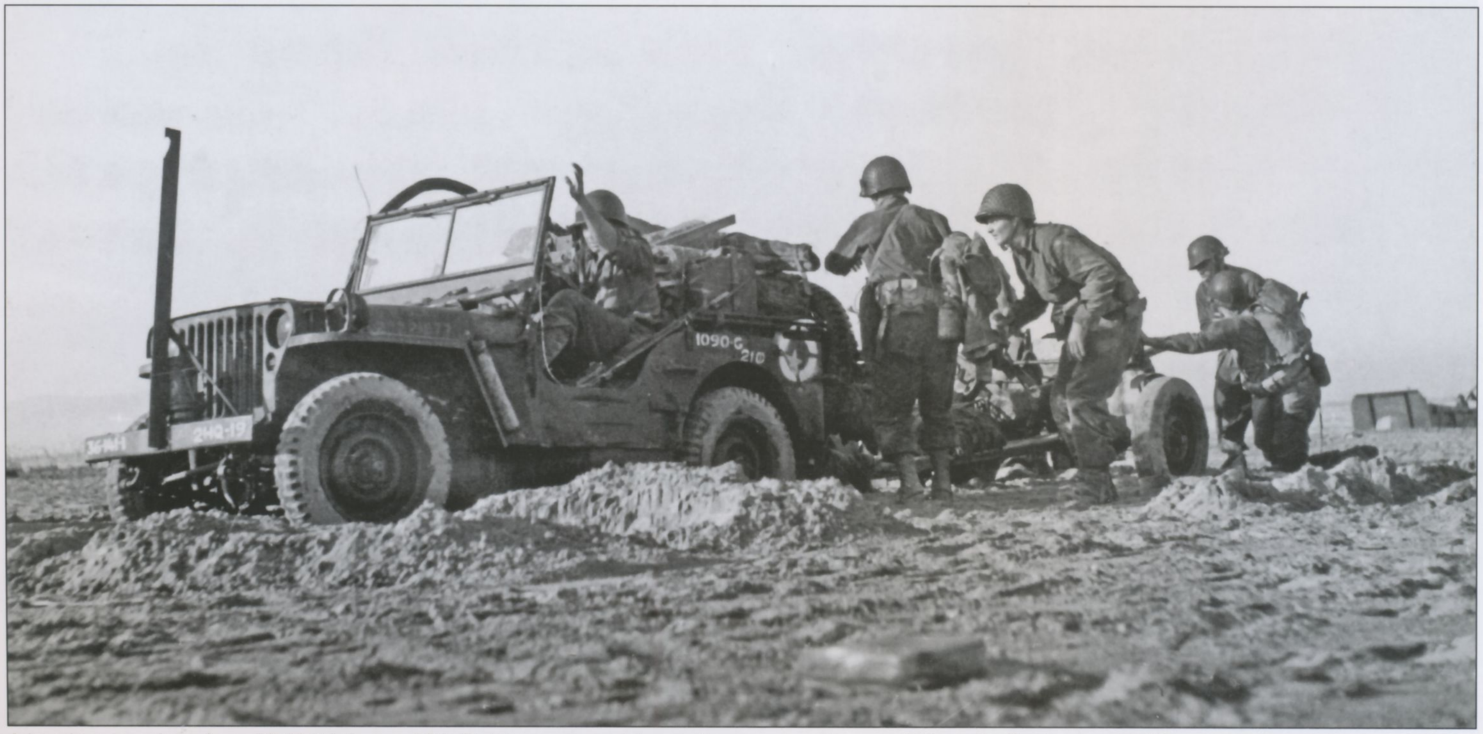


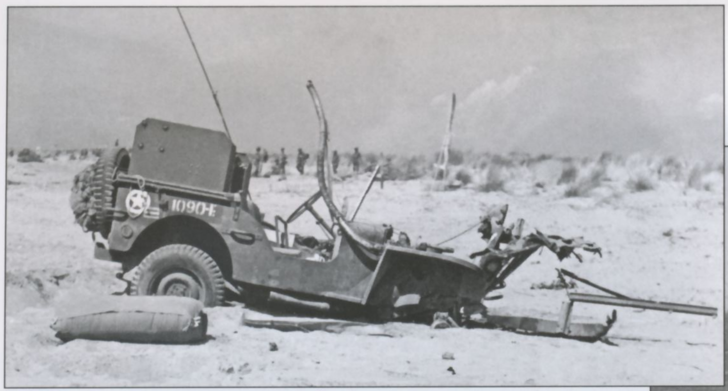
An unidentified scene, though probably on Sicily, showing an amphibious jeep with a knocked out Tiger heavy tank in the background.


VALLELUNGA
S/M. 472

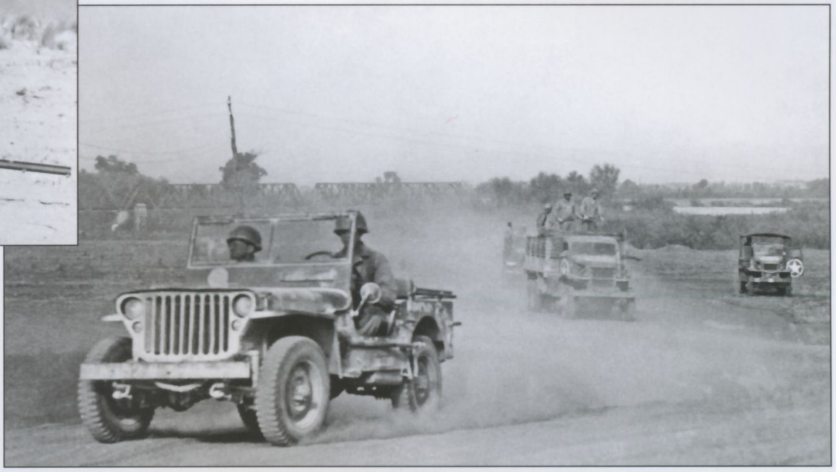
A US Army motorized column advances up a hair-pin turn near Vallelunga on Sicily on 21 July 1943.


A jeep from the 7th Infantry, 3rd Division on the heights near Santa Marco d'Alunzio on Sicily on 10 August 1943, two days after the fighting there with elements of the 29th Panzergrenadier Division.

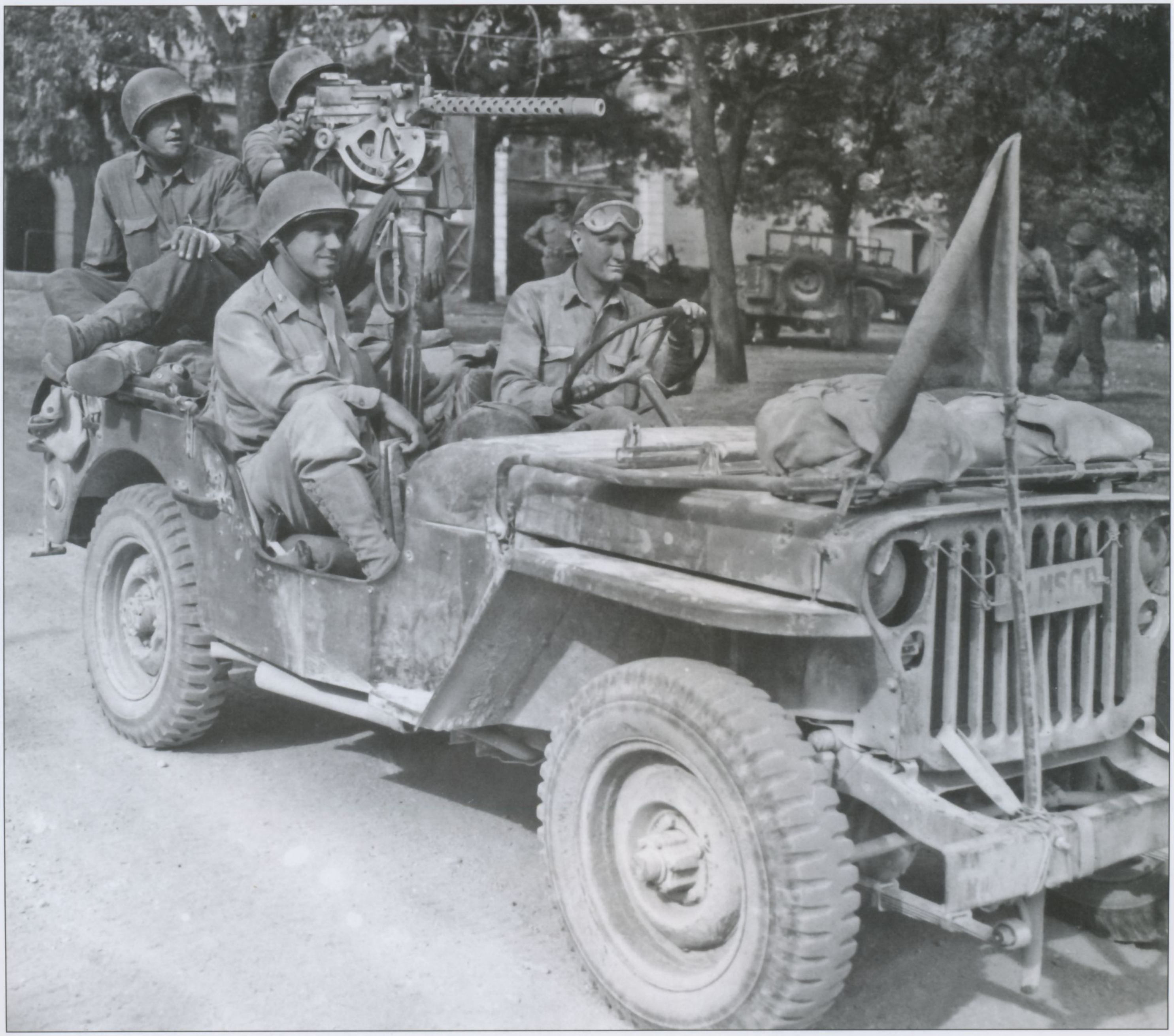

A headquarters jeep from 2/141st Infantry, 36th Division prepared for wading comes ashore at Salerno in September 1943.



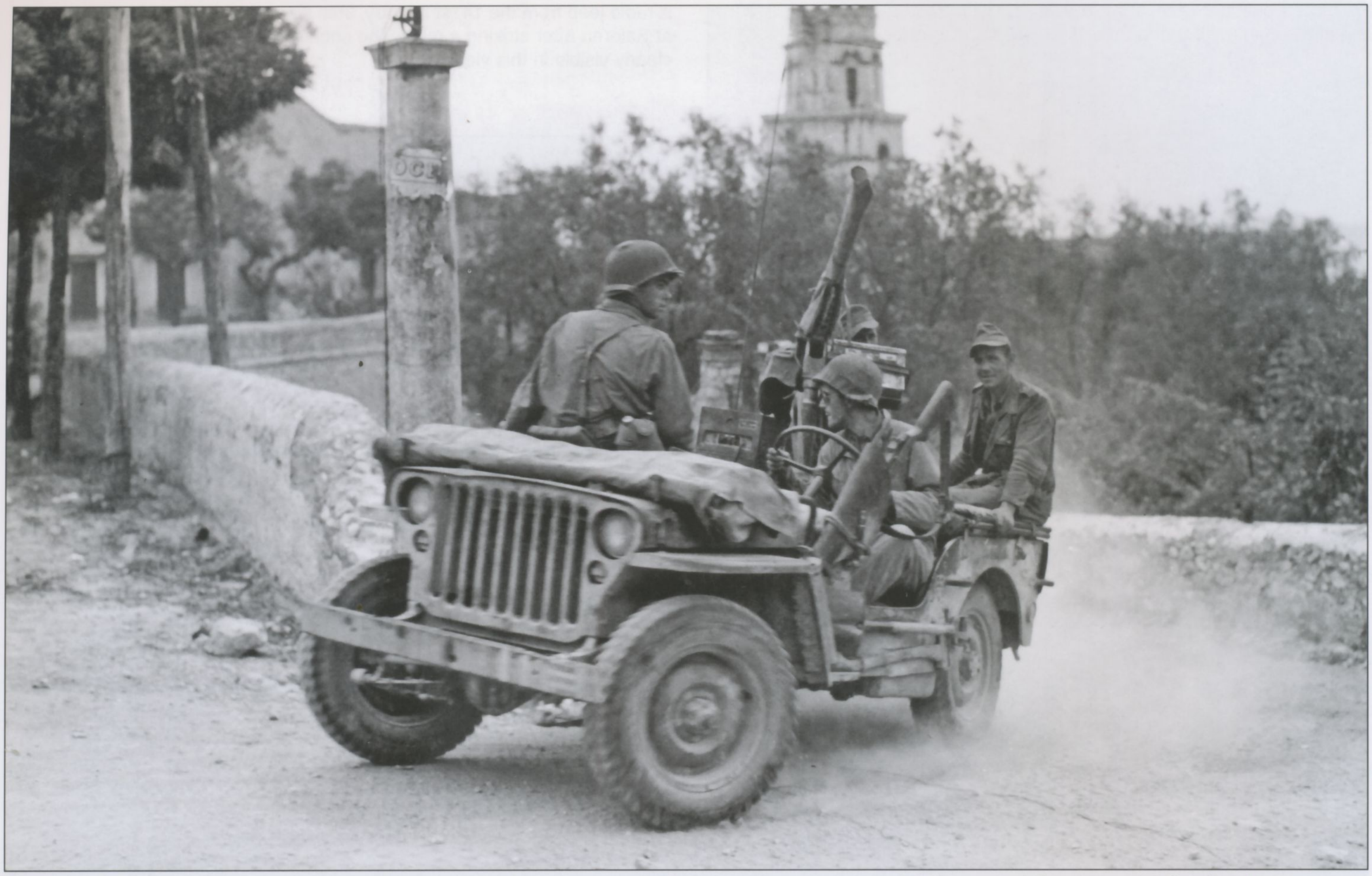
A radio jeep from the 141st Infantry, 36th Division lies wrecked on the beach at Salerno after striking a mine. The snorkel tube for the engine air intake is clearly visible in this view.

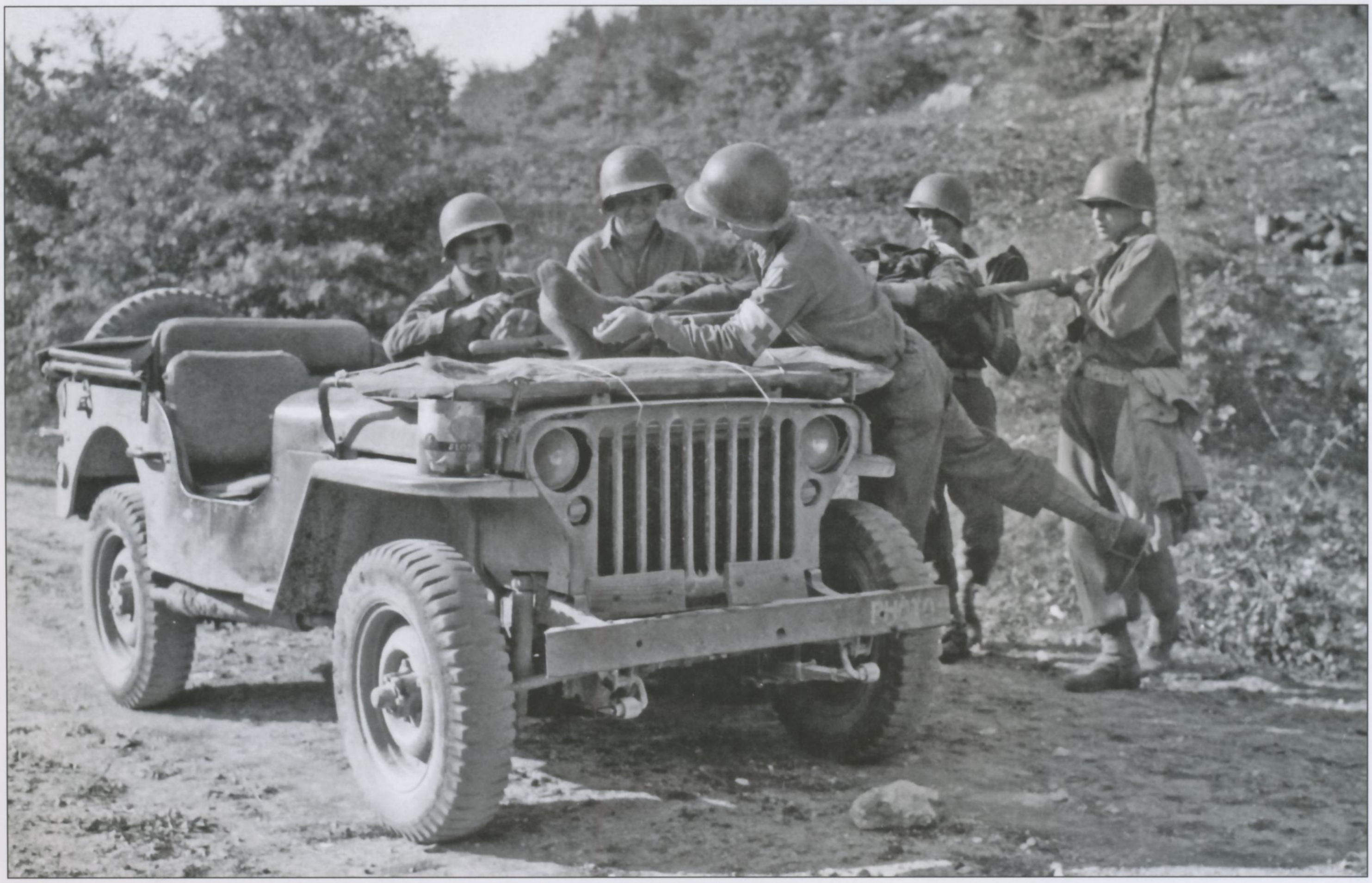


A patrol jeep of the 101st Military Police Battalion leads a truck column near Salerno on 25 September 1943.

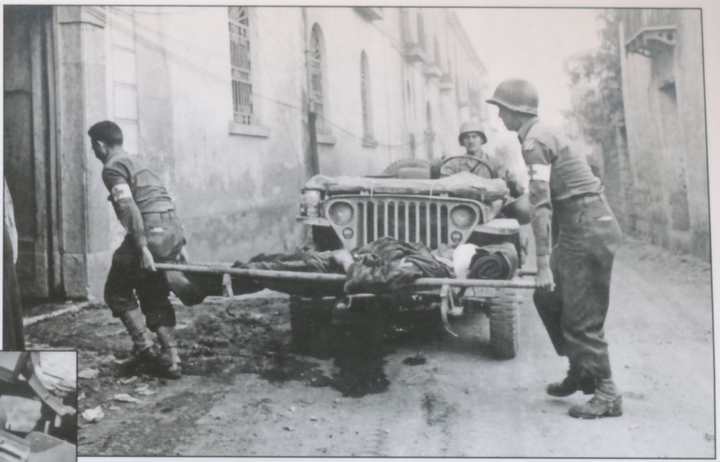


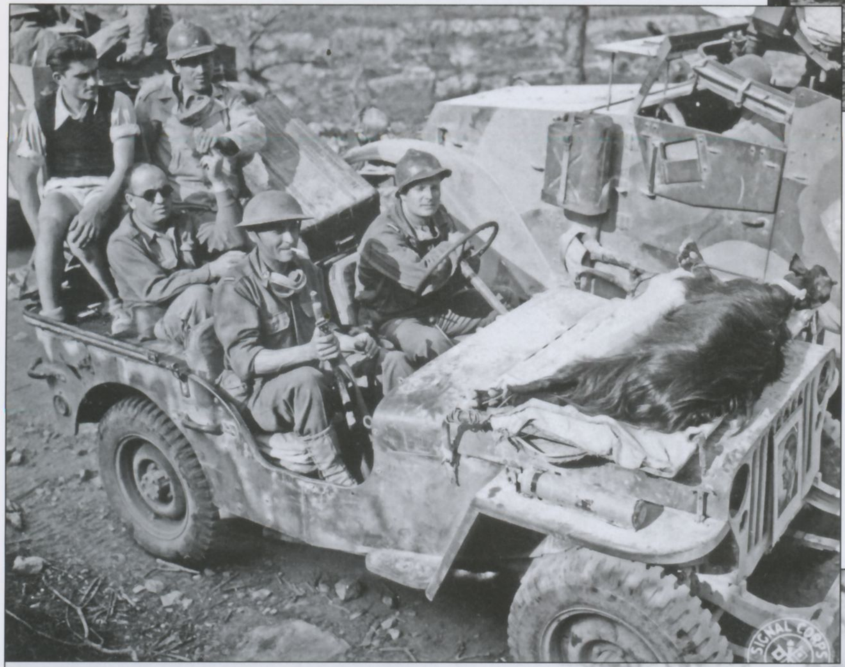
A .30 cal machine-gun armed messenger jeep of the 15th Infantry, 3rd Division patrols at Salerno on 27 September 1943.


A couple of German prisoners are brought back from the front lines in a 34th Division jeep during the fighting around Caserta on 26 October 1943.

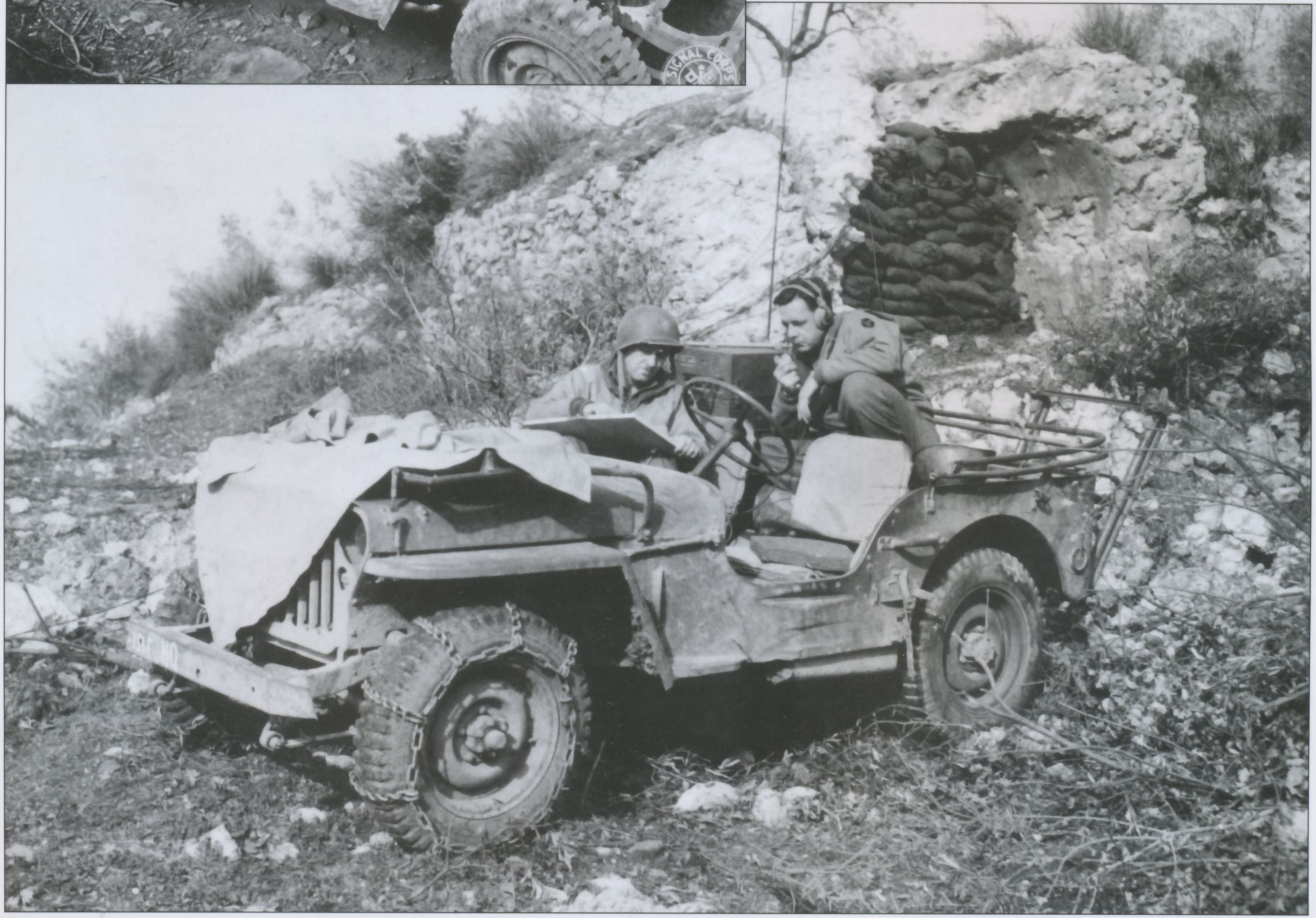

A German casualty is evacuated by a 3rd Division jeep near Caserta on 26 October 1943.

A German prisoner is brought to a 3rd Division medical station in Caserta during the fighting there on 26 October 1943 using a jeep.

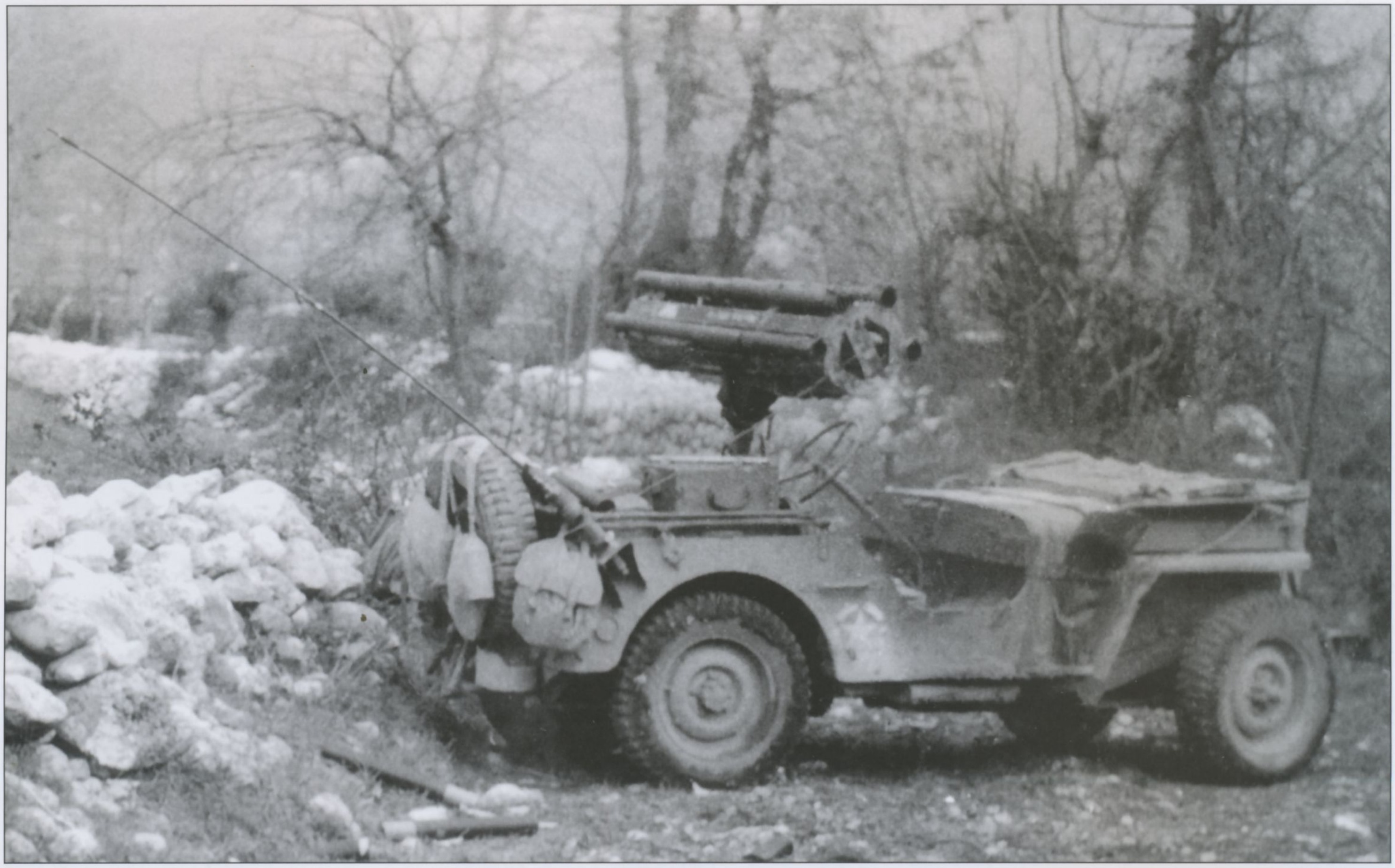




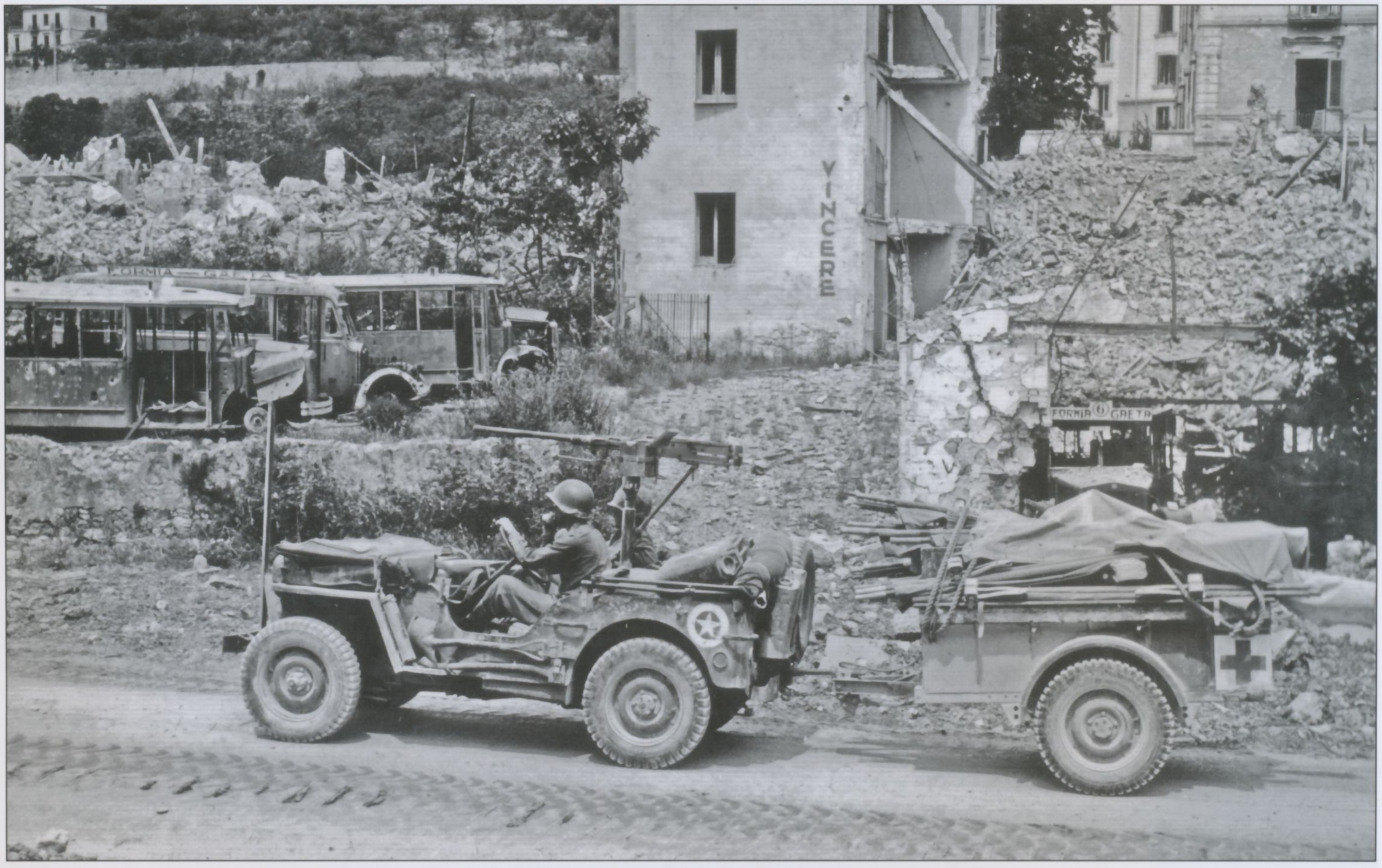
A jeep of a French Algerian unit in Italy on 14 May 1944, complete with a goat strapped to the hood for dinner, and a portrait of Hitler on the radiator grill. In the background is a M3A1 scout car.



An artillery forward observer jeep of the 34th Division near Cassino on 17 January 1944.

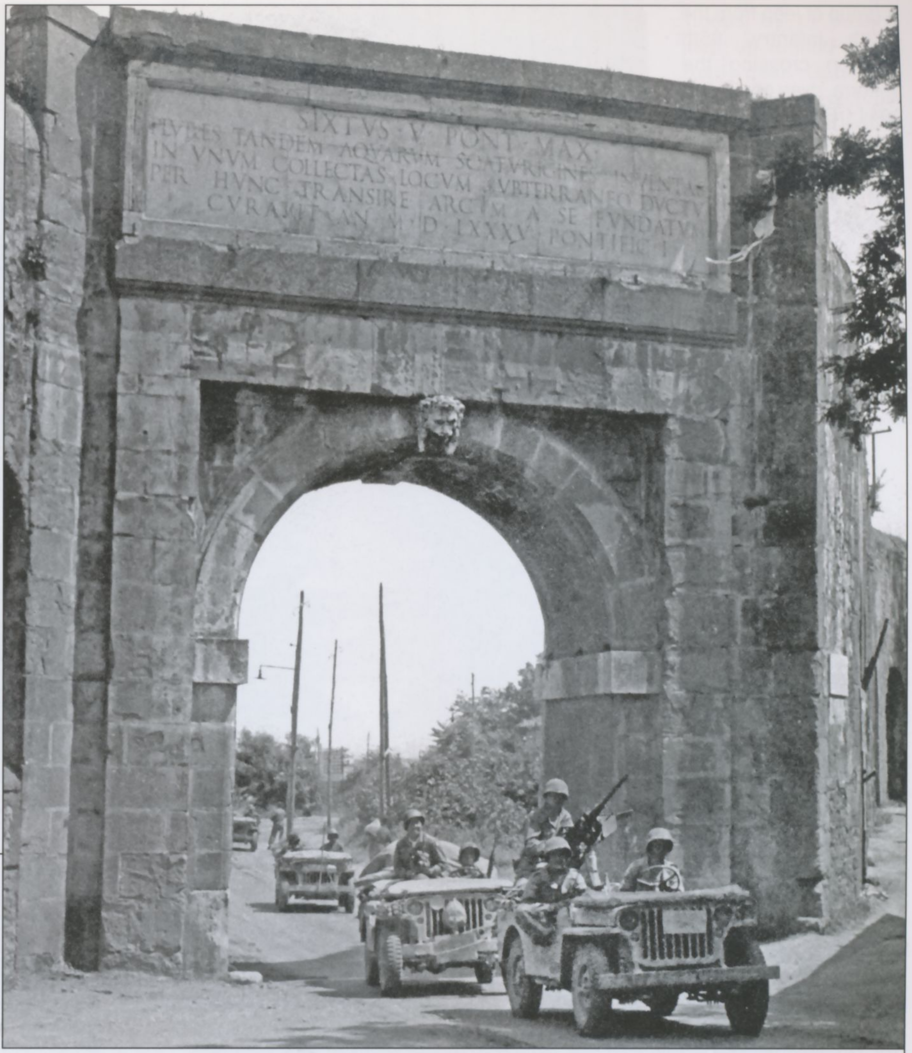


An interesting local improvisation on the Rapido river front on 30 January 1944. This jeep has been armed with a multiple rocket launcher consisting of four 2.36 inch bazooka anti-tank rocket launcher tubes mounted on a pedestal.

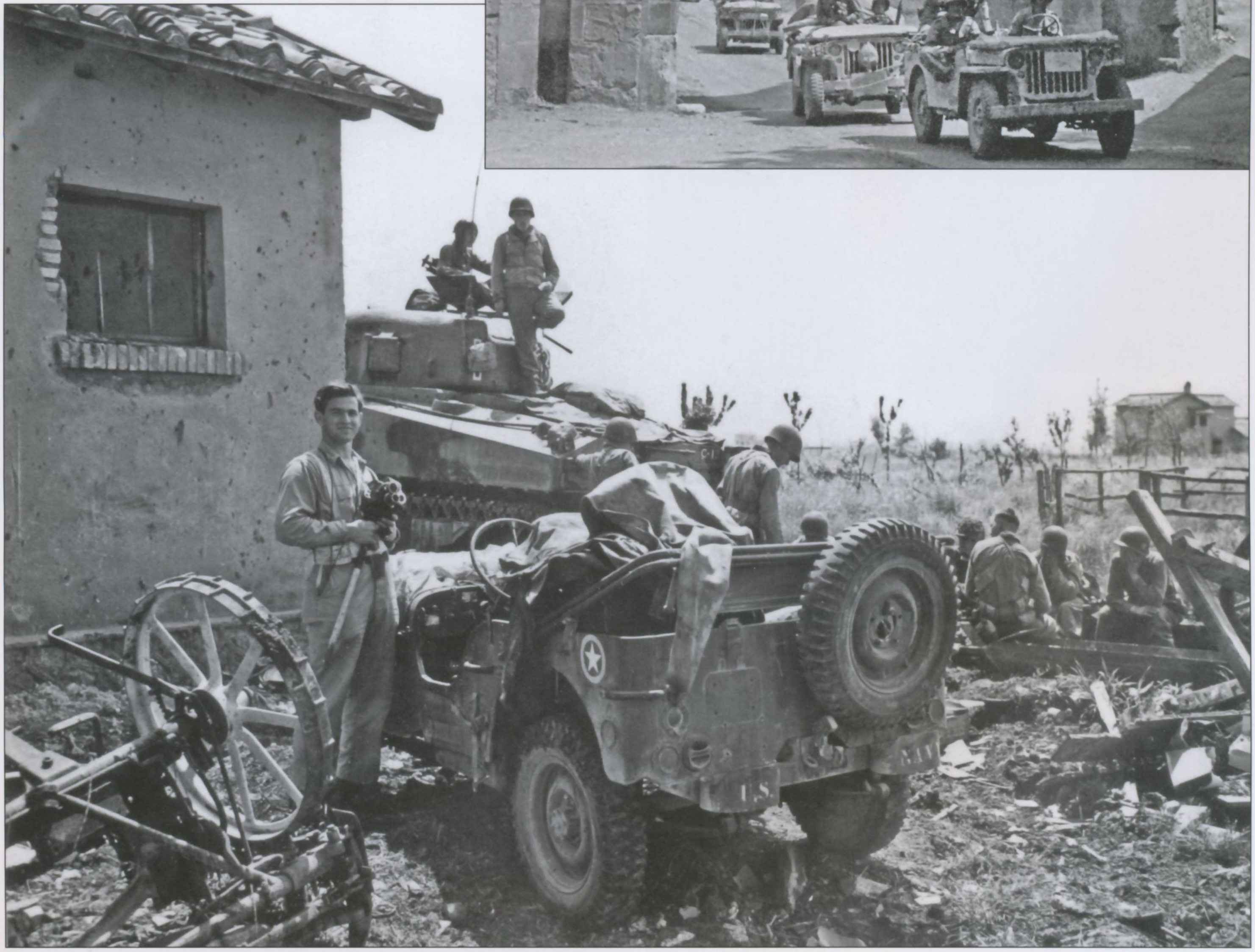


A .50 cal machine-gun-armed jeep towing a medical trailer with stretchers of the 85th Division passes through Formia on 19 May 1944, the day the town was captured.

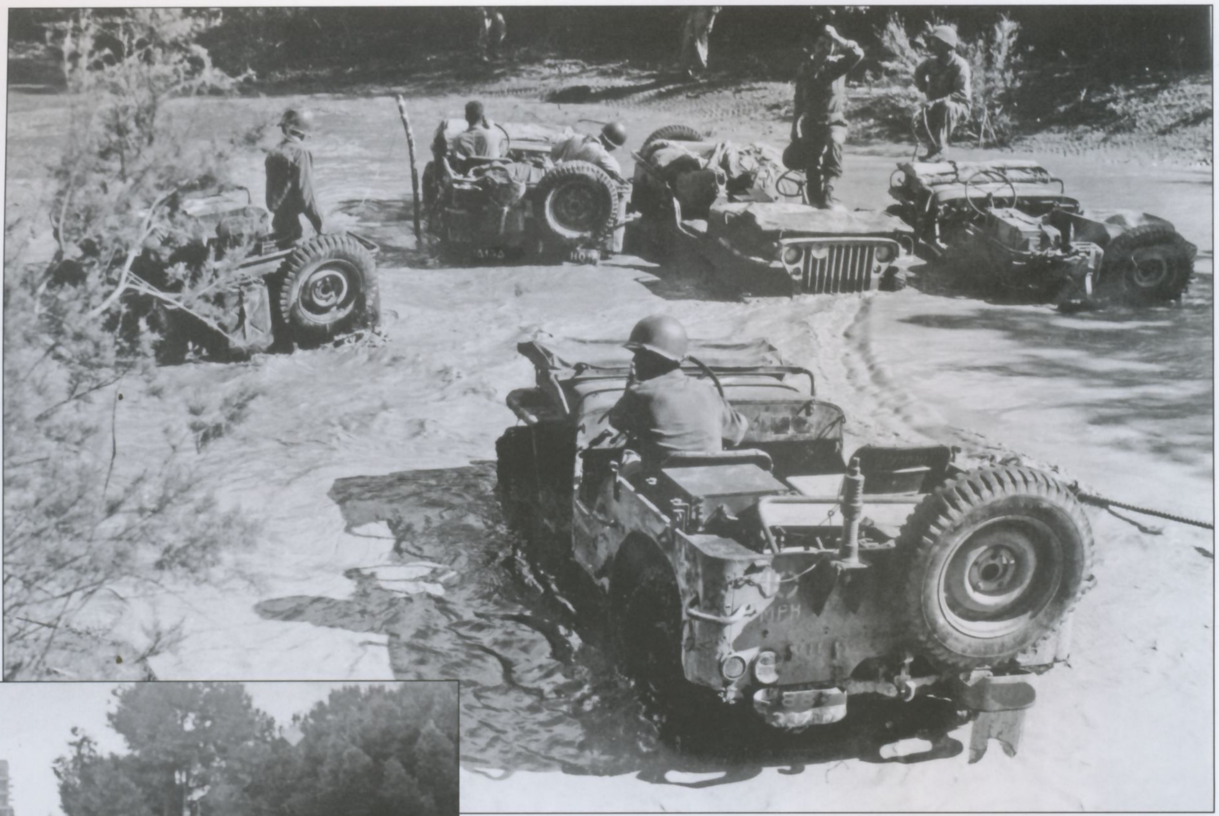
A jeep column passes under an ancient Roman arch near Toscolano on the approaches to Rome on 4 June 1944.



A US Navy photographer's jeep sits behind a building in the Anzio beach-head amidst troops of the 3rd Division while awaiting the start of the May offensive to Rome.

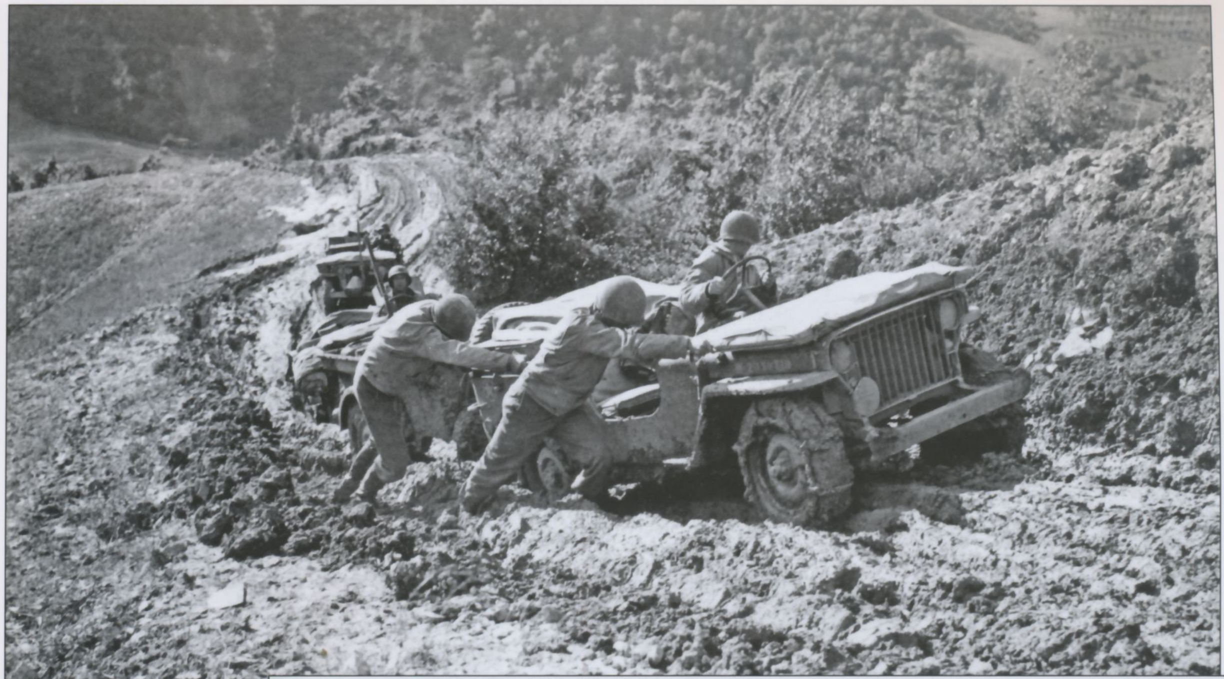


A group of jeep from the 337th Infantry, 85th Division crossing the Volterra river on 9 July 1944. The jeep in the foreground is a radio vehicle with the antenna mount on the rear.

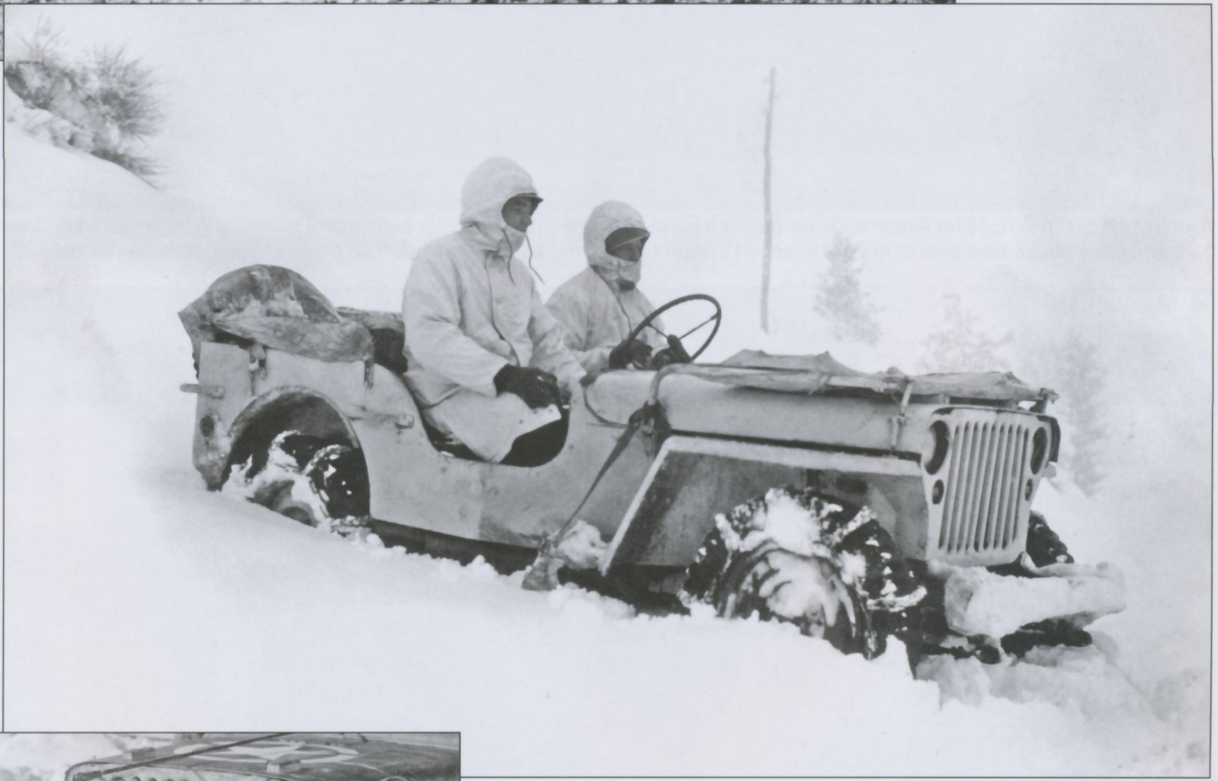


Italian civilians pour onto the streets of Rome on 5 June 1944 as a US Army column led by jeeps moves through the city northward.

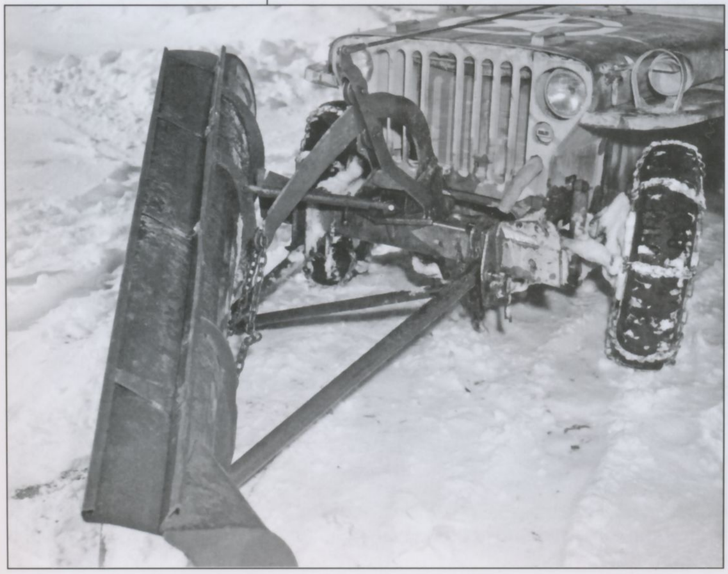
A jeep patrol moves through the ruins of Leghorn on 19 July 1944 following the breakout past Rome.



Troops try to push a jeep up a mud-slicked road near Gabbiano, Italy on 10 October 1944. The lead jeep is an old slat-grill MB built roughly in January 1942 judging from the registration number (W-2038310).

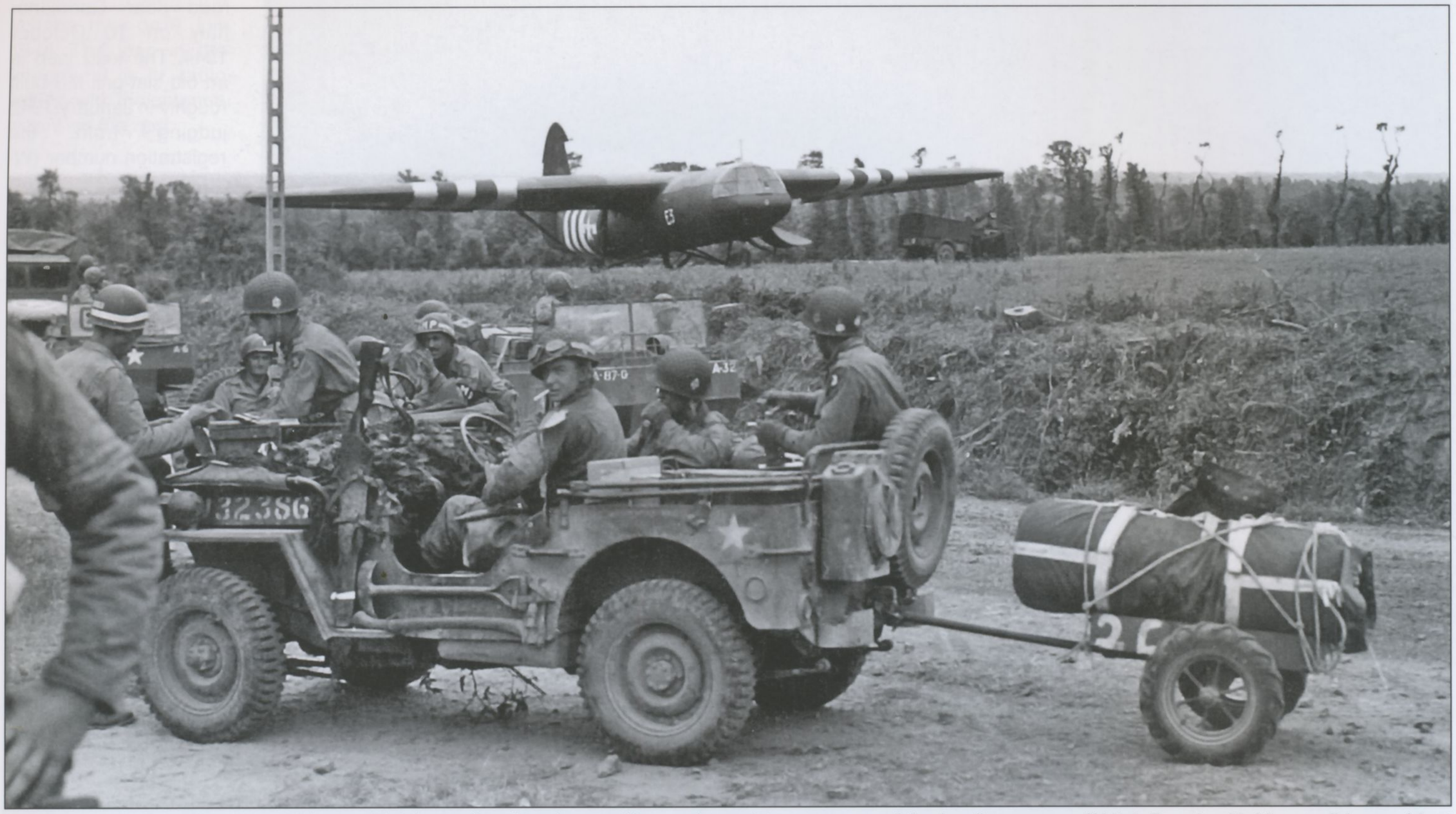


A snow camouflaged jeep of the 13th Tank Battalion, 1st Armored Division in the Italian mountains on 15 January 1945.

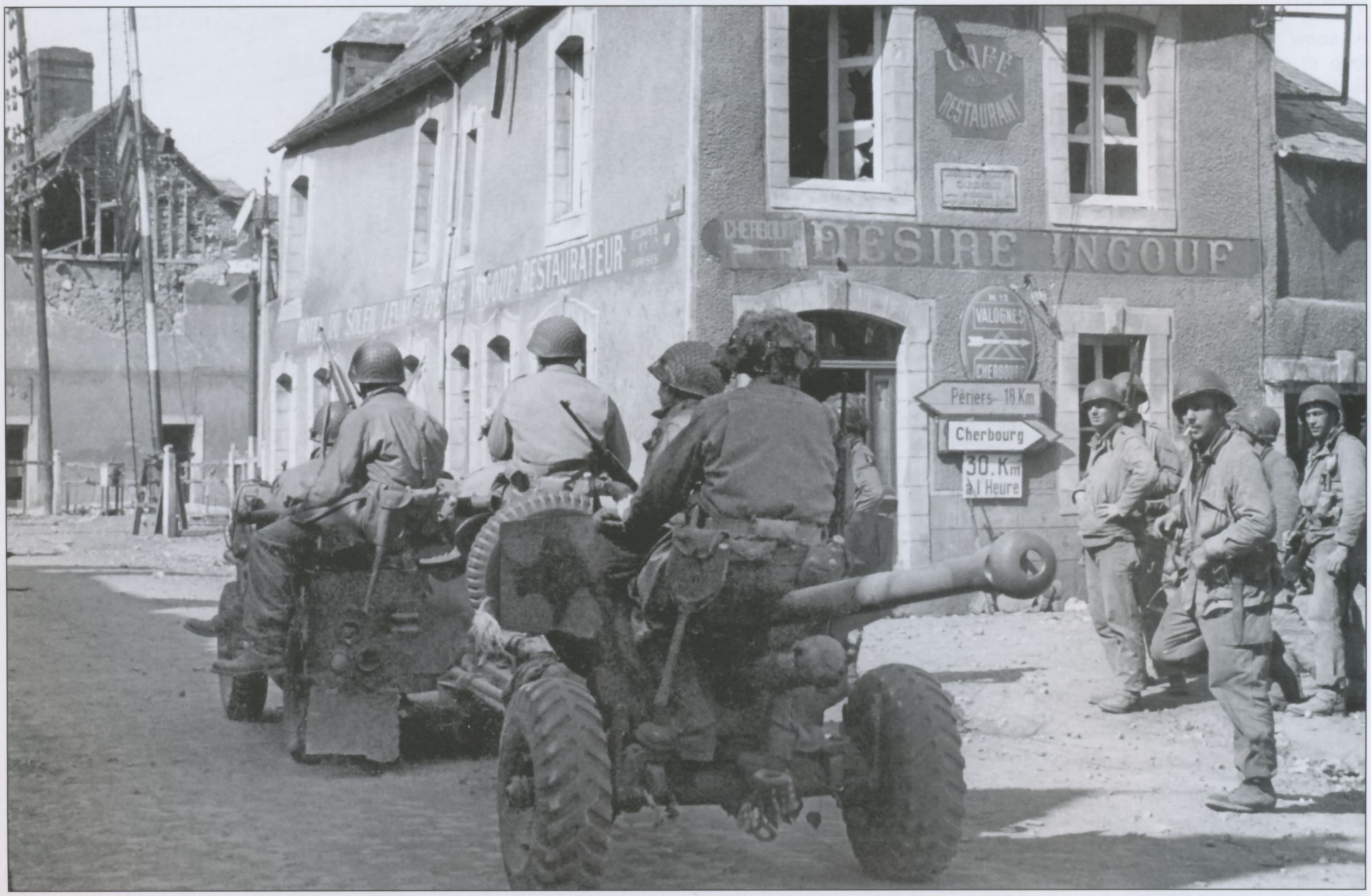


A locally improvised snow plow fitted to a jeep in Firenzuola, Italy and seen here on 12 January 1945.

France, June-August 1944

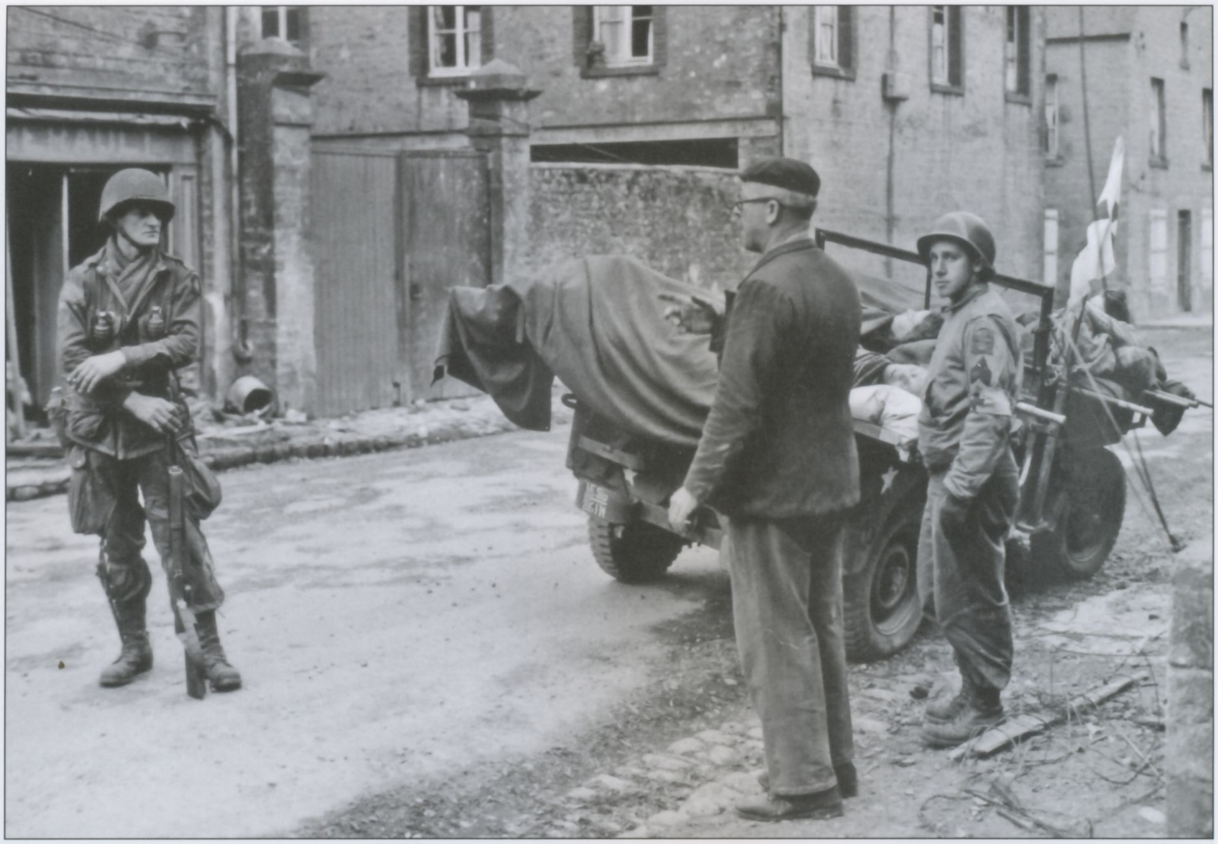


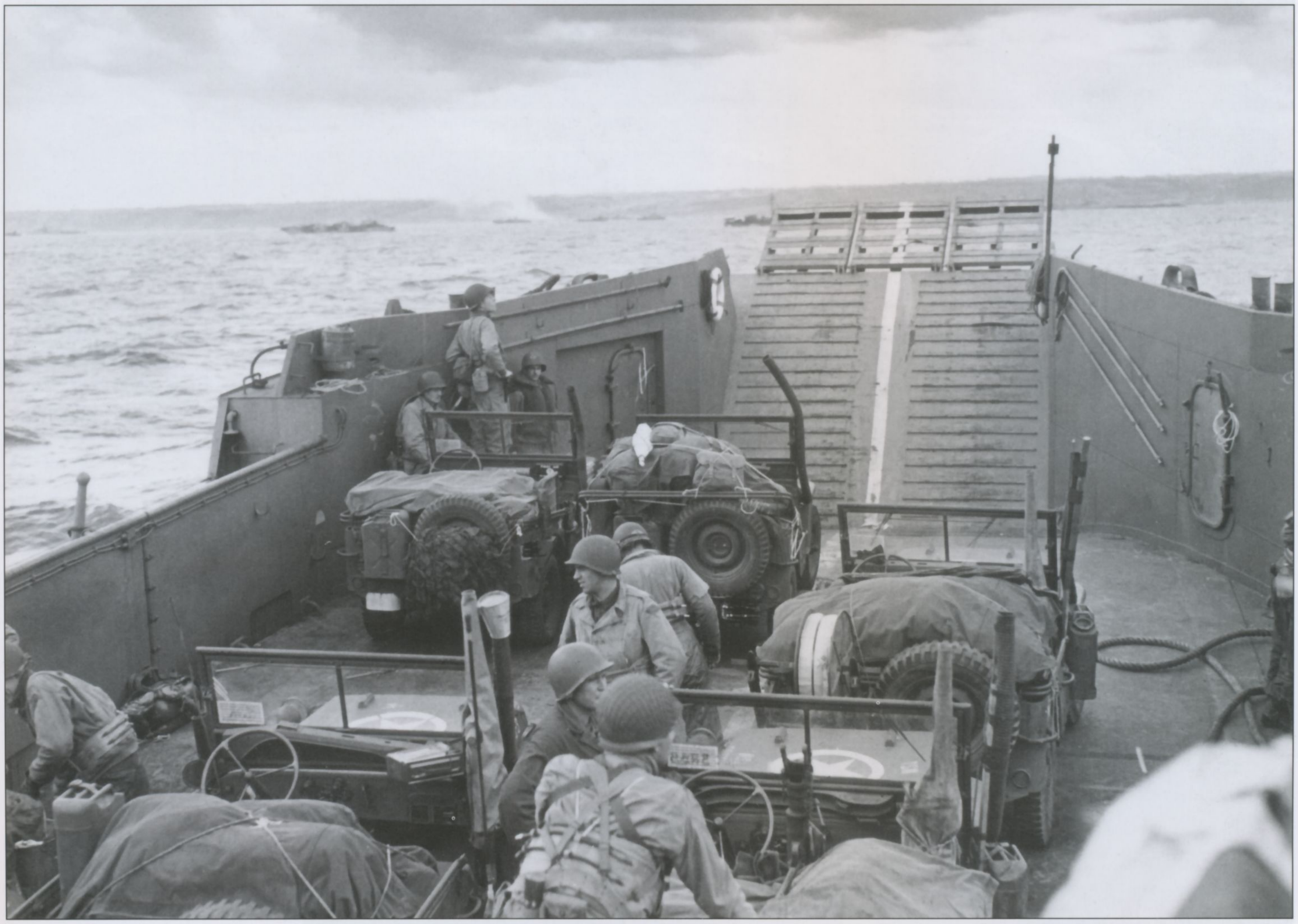
A jeep of the 506th PIR, 101st Airborne Division pulls a hand-cart with supply canister near one of the landing zones off Utah Beach with Horsa gliders evident behind. By this stage, elements of the 4th Infantry Division had arrived as can be seen from the trucks and M29 carrier behind.


CAFE
RESTAURANT
DESIRE INGOUF
RESTAURATEUR
VALOGNES
CHERBOURG
Périers 18 Km
Cherbourg
30 Km
à l'Heure

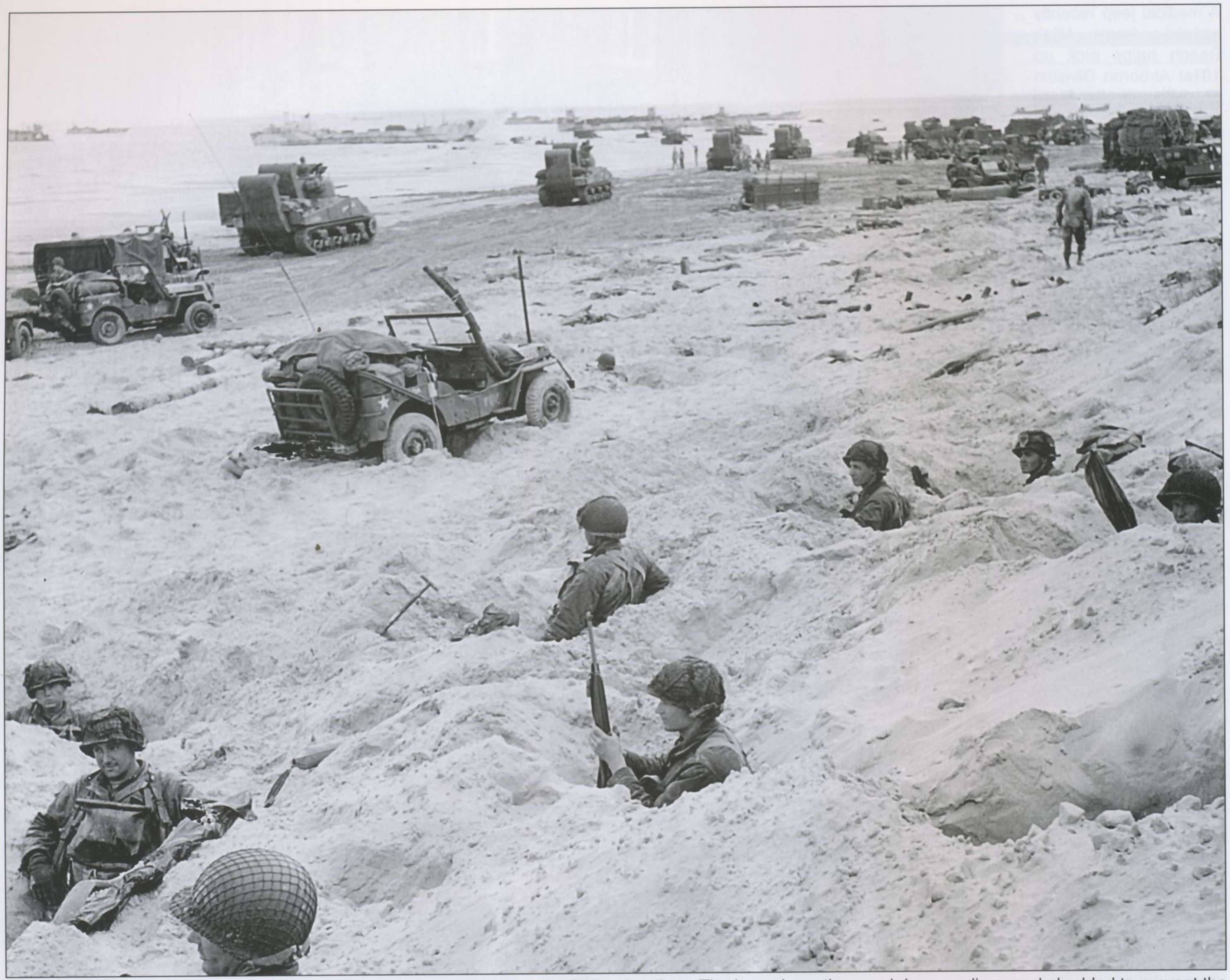
An airborne jeep pulls a 6-pdr. Mk.III anti-tank gun through a village in Normandy after the airborne landings on D-Day; the airborne divisions used the light-weight British airmobile anti-tank tank gun instead of the usual M1 57mm anti-tank gun.

A medical jeep recently arrived from Utah Beach helps pick up 101st Airborne Division casualties in St. Mere Eglise on D-Day.

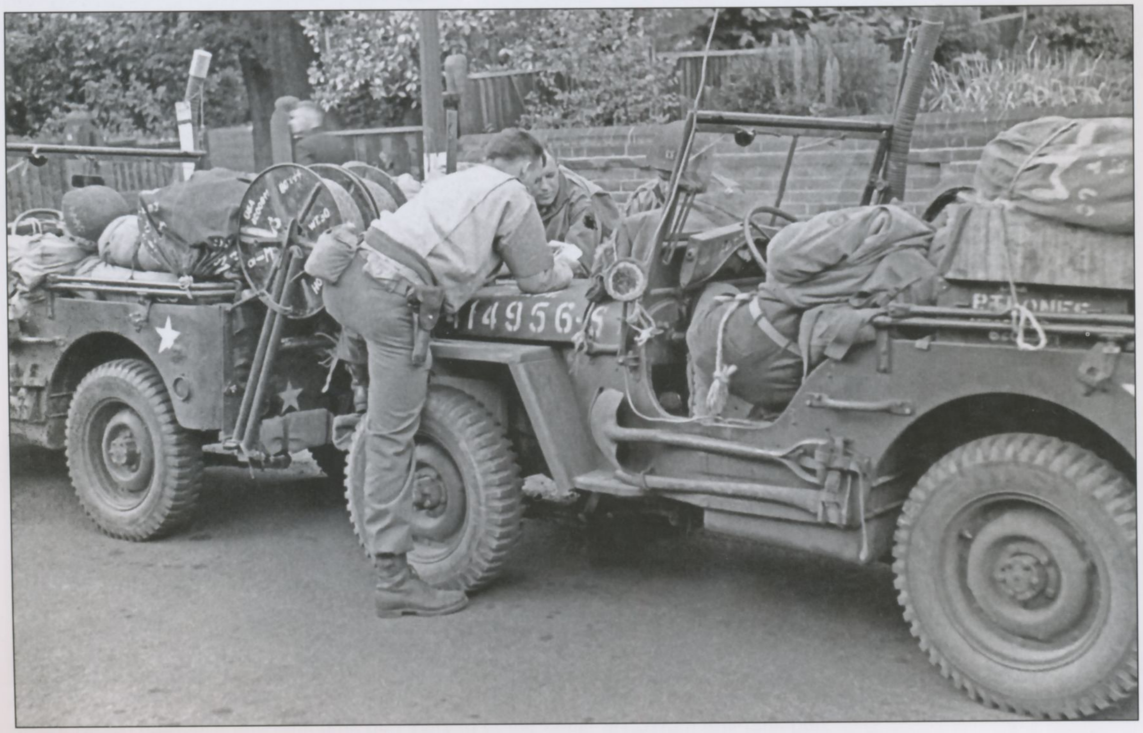




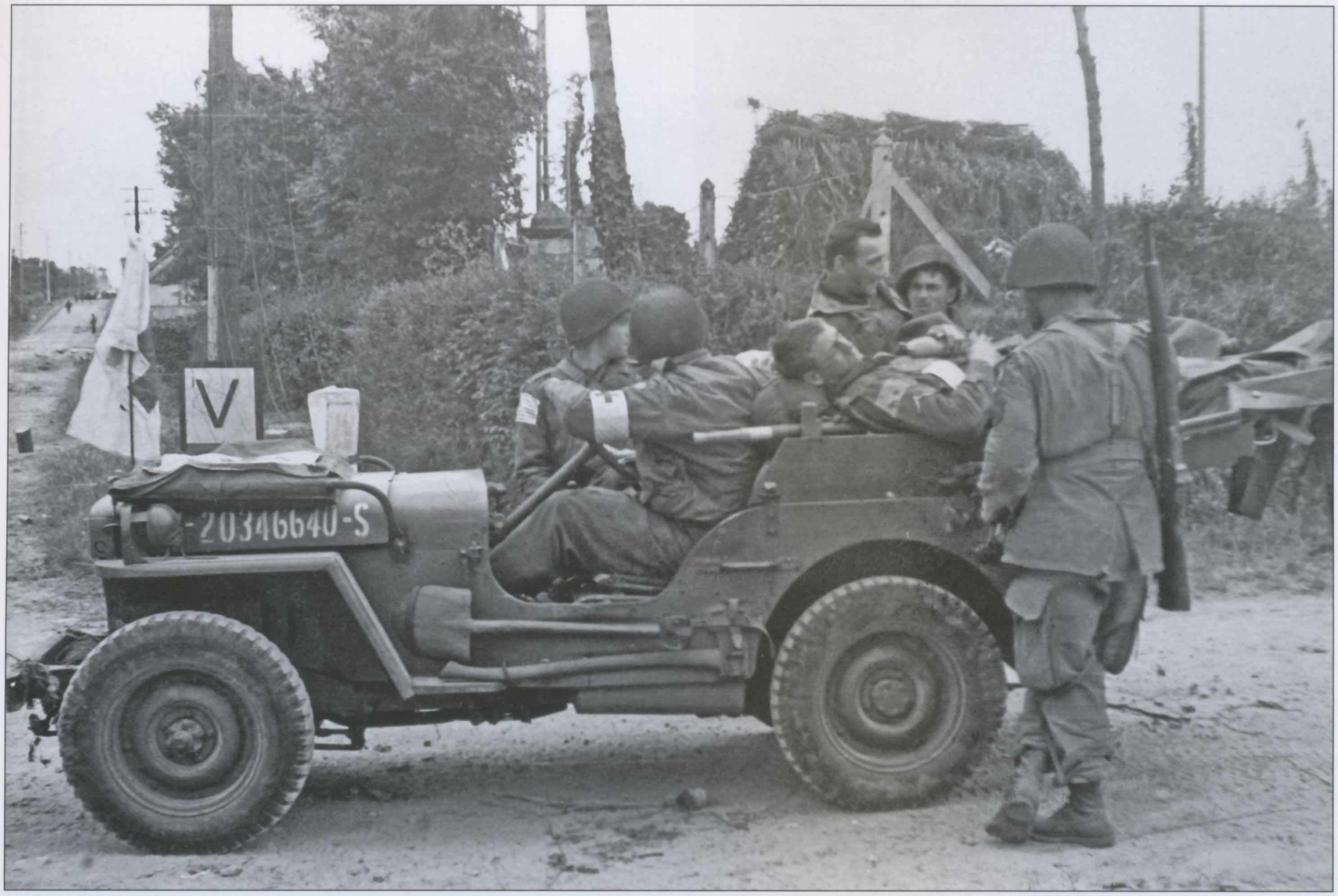
A group of jeeps are part of the cargo on this LCT heading to shore at Normandy on D-Day, 6 June 1944. They have all been fitted with the deep wading kits for amphibious landings.



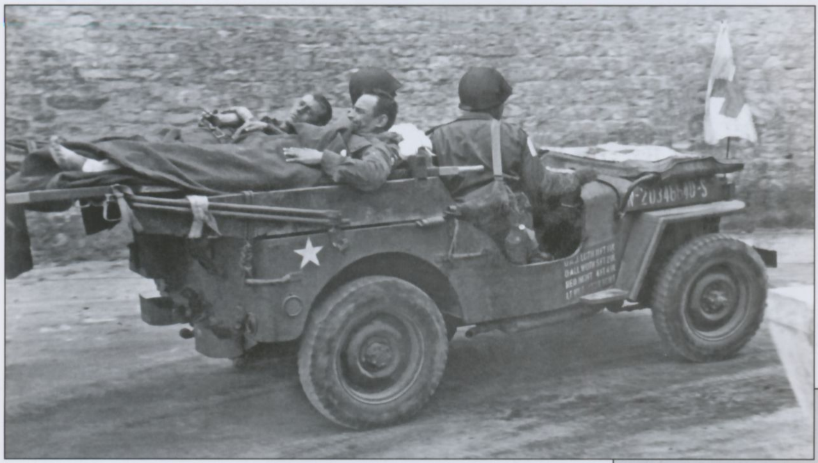
A number of jeeps can be seen on the beach in Normandy following the D-Day landings. The jeeps have the usual deep-wading snorkel added to prevent the engine from flooding while wading ashore.



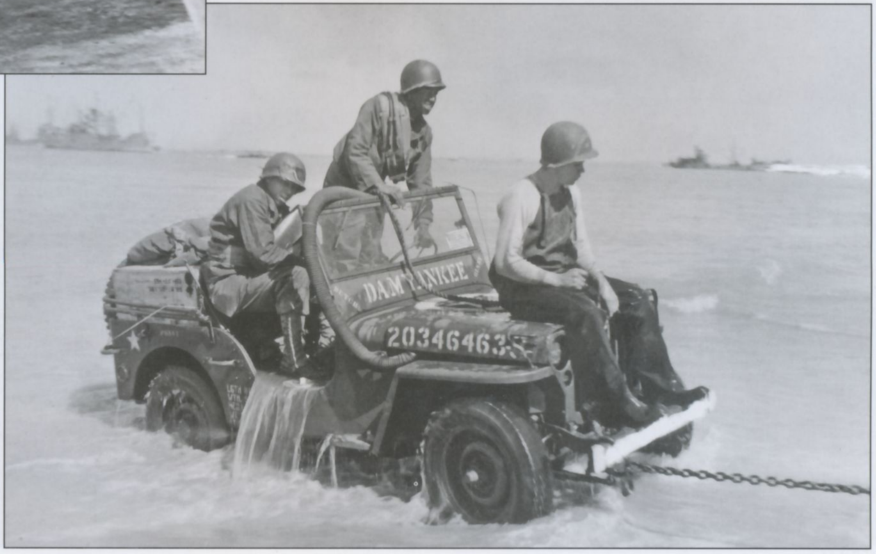
A pair of jeeps halts for a map read a short distance off the Normandy beaches after D-Day. The jeep in front is fitted with a large reel of communication wire.



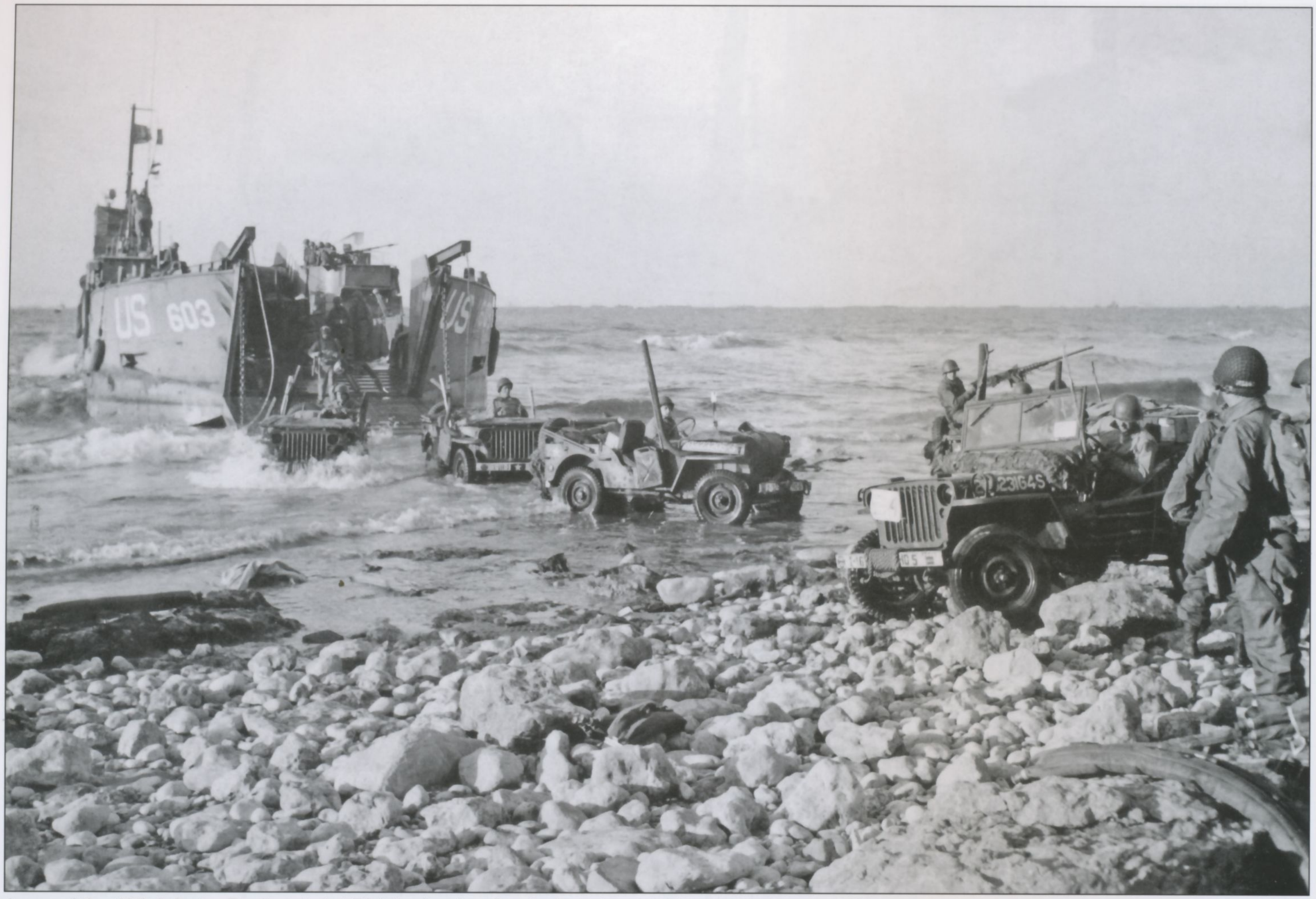
A 101st Airborne Division medical jeep picks up casualties during the fighting in Normandy in early June 1944.



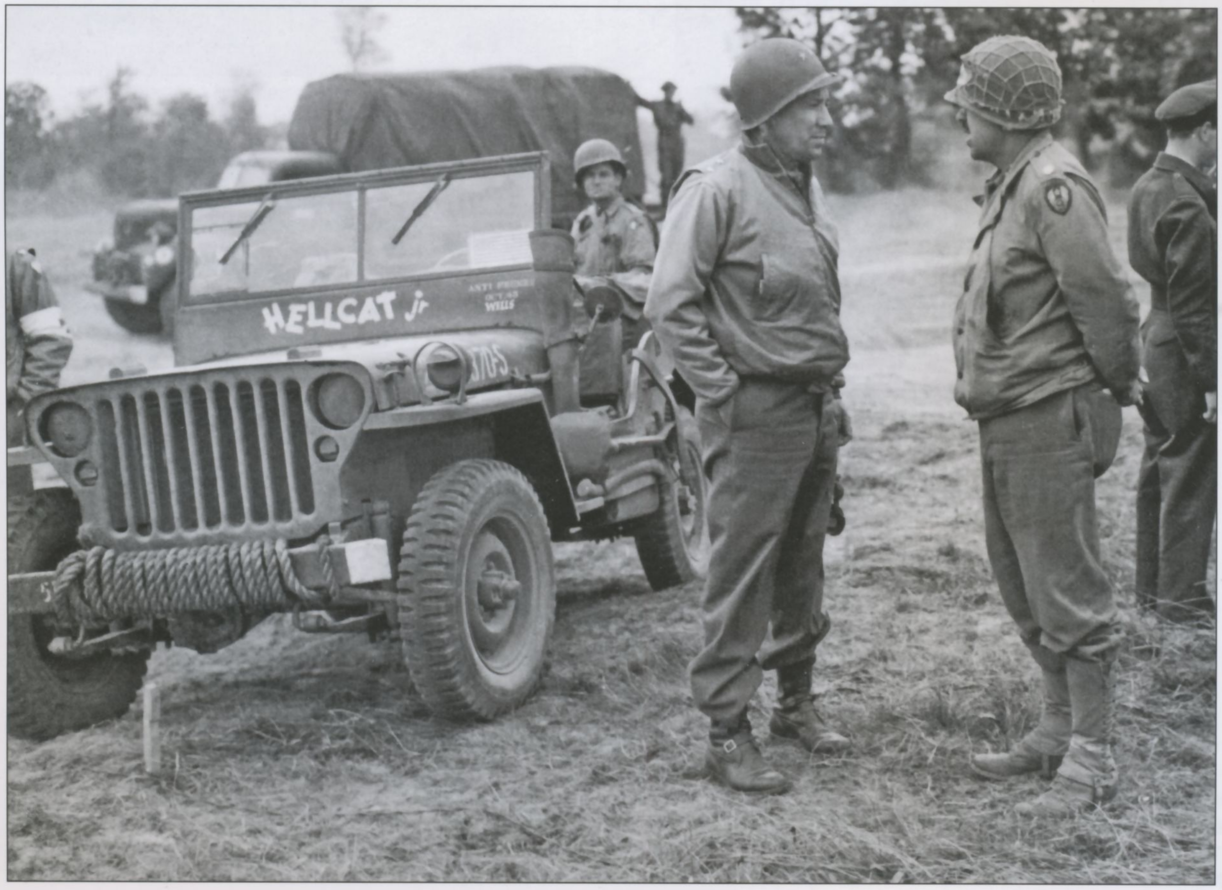
Another view of the 101st Airborne Division medical jeep shows how the rear has been configured to permit two stretcher casualties to be evacuated.



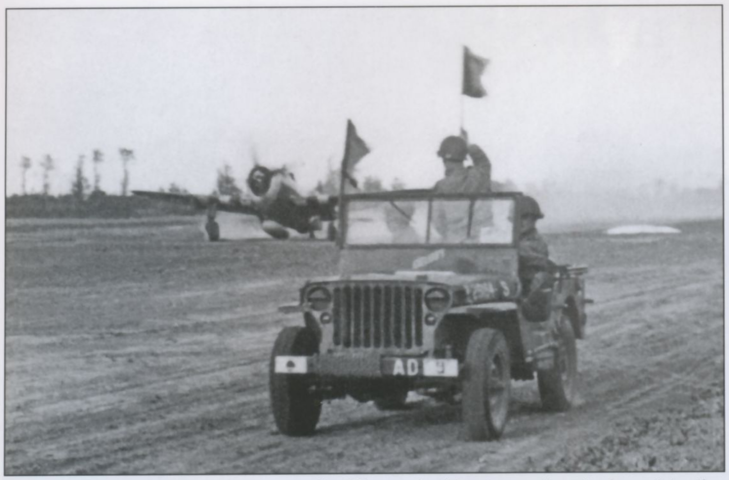
Whether prepared for wading or not, coming ashore could be a problem and this jeep named "Dam Yankee" is towed to shore at Utah Beach on 12 June 1944. The censor has obliterated the unit markings.



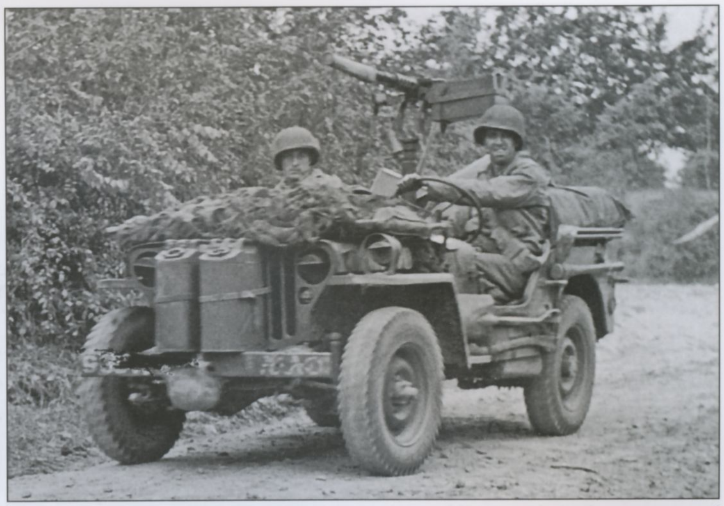
Jeeps of the 16th Infantry Regiment, 1st Division land at Omaha Beach on 12 June 1944 from an LCT as part of the reinforcement process. This regiment spearheaded the Omaha Beach landings on D-Day, but some of its headquarters and support elements did not arrive for a few days.



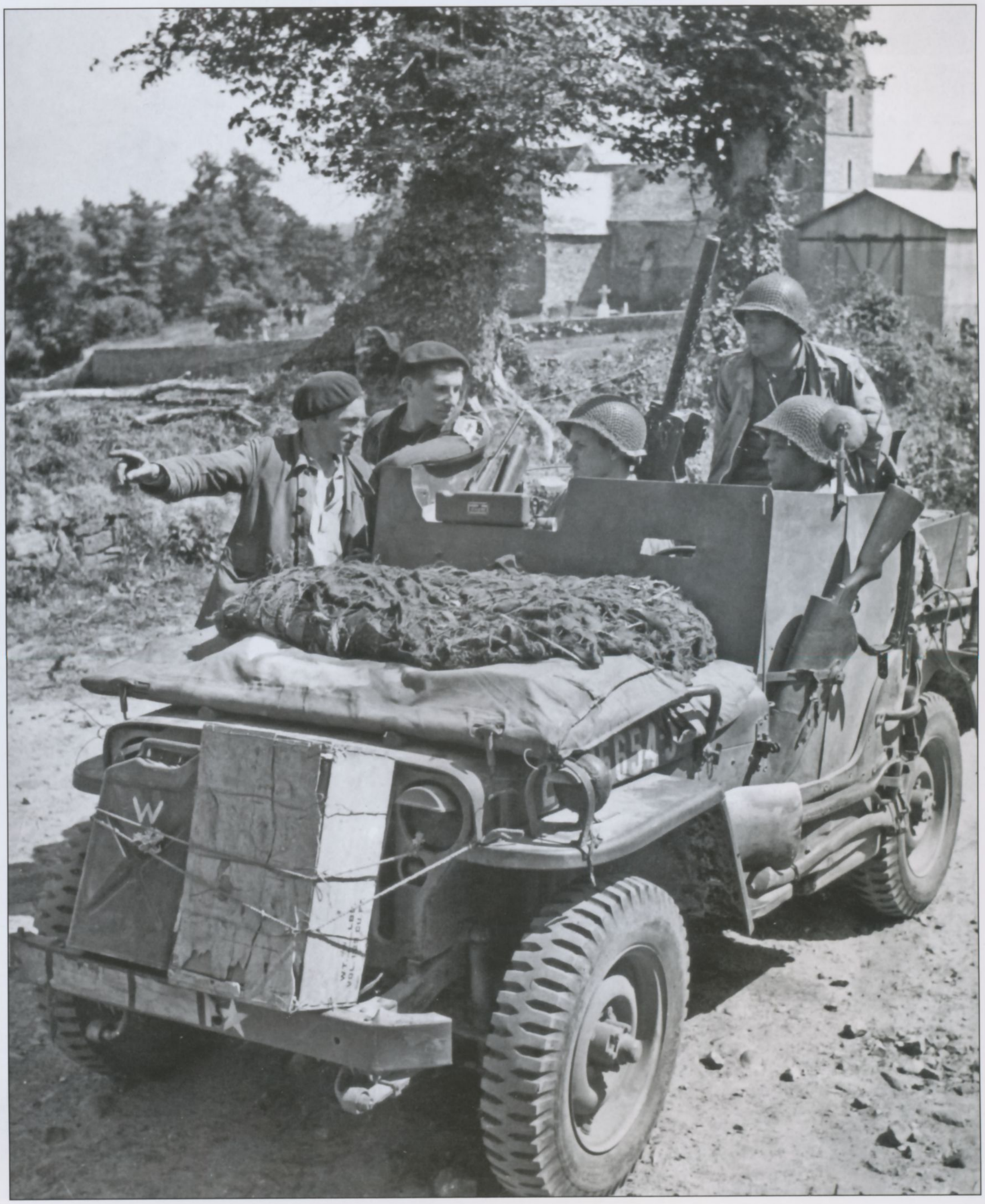
Gen. Pete Quesada, commander of the 9th Tactical Air Force, visits the forward bases in Normandy in June 1944 in a jeep named "Hellcat".



The 9th TAF forward airbase at St. Pierre du Mont was located next to the famous Pointe-du-Hoc German gun battery. Here, a "Follow-Me!" jeep is being used to direct a P-47D Thunderbolt to its stand.

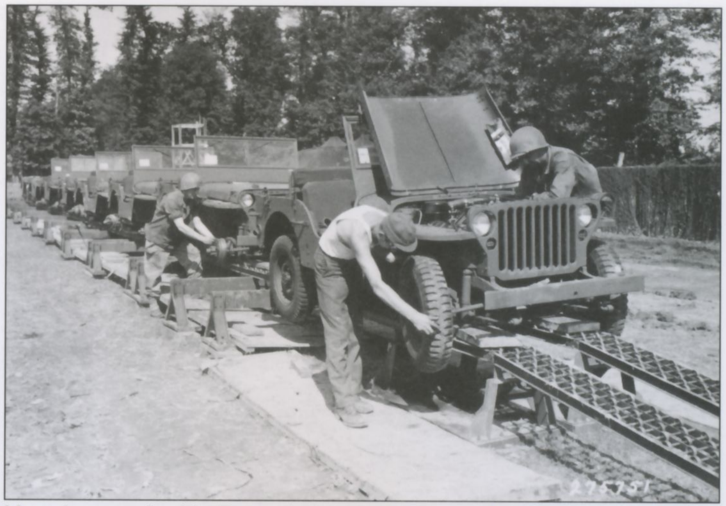


A recon jeep on patrol in the bocage country of Normandy in the summer of 1944, armed with a .50 cal heavy machine gun on a pedestal mount.



An armored recon jeep talks to local French civilians while patrolling on the outskirts of Cherbourg on 17 July 1944. This particular configuration of armored shield will be seen in other photos in this book, and was probably a locally manufactured kit.

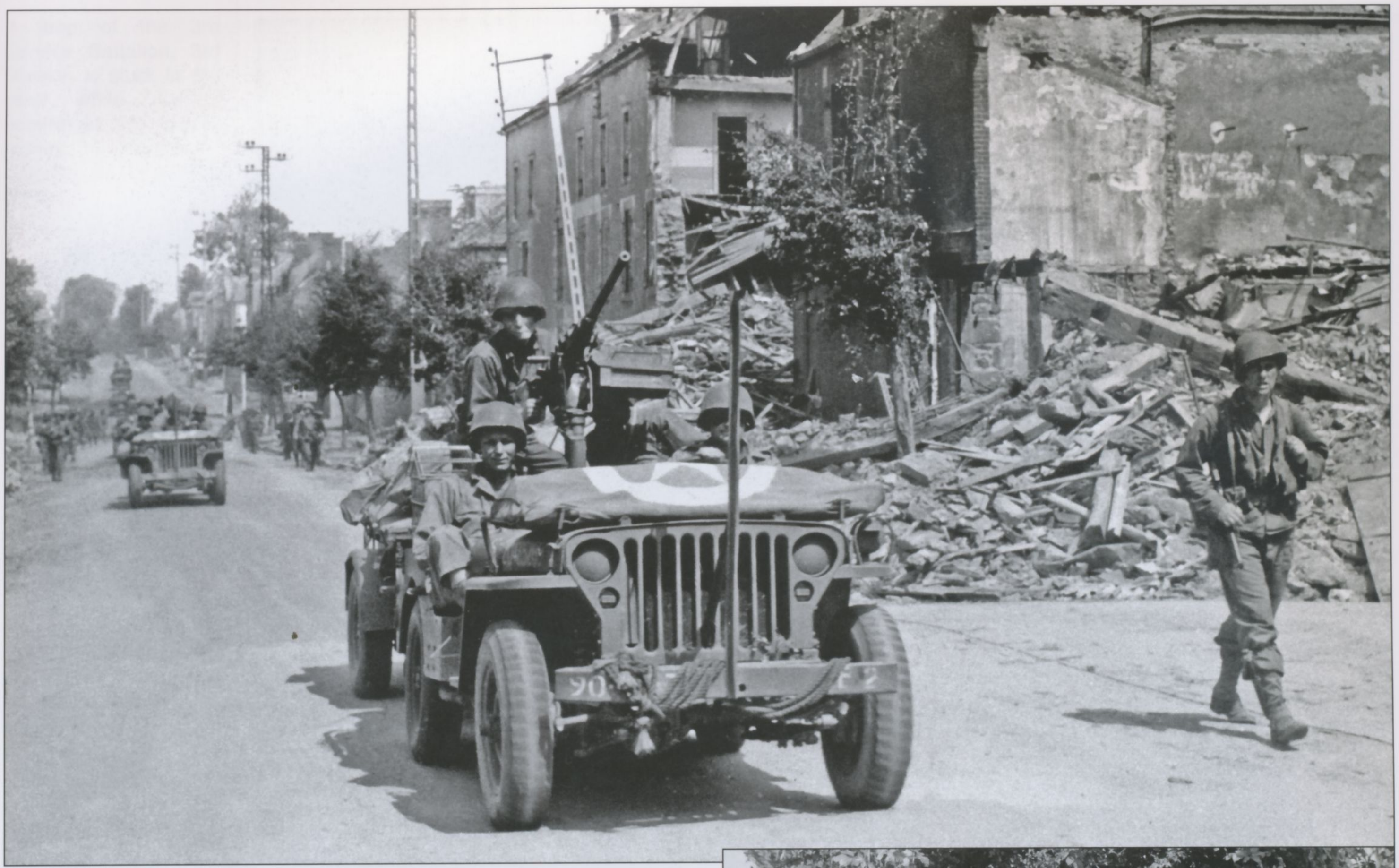
Jeeps of the 29th Division move through the devastated ruins of St. Lo during the breakout phase of Operation Cobra on 29 July 1944.



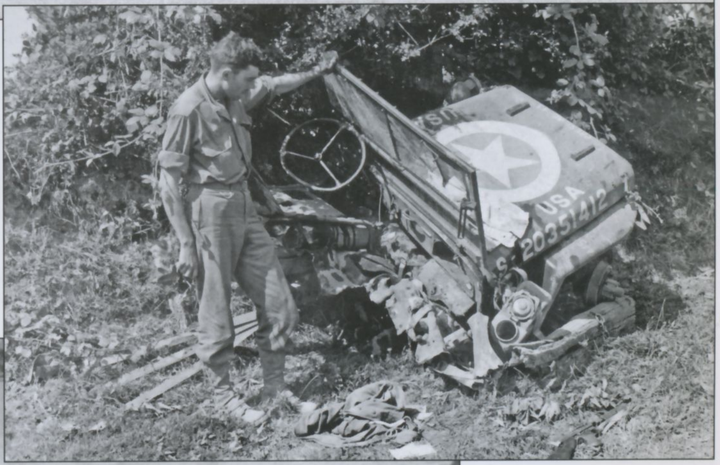
Many jeeps arrived in France in knocked-down configuration and had to be re-assembled. One of the largest Ordnance facilities for these activities was at Isigny in Normandy and here an assembly line has been set up to prepare jeeps and is seen in operation on 25 July 1944.

MILITARY POLICE

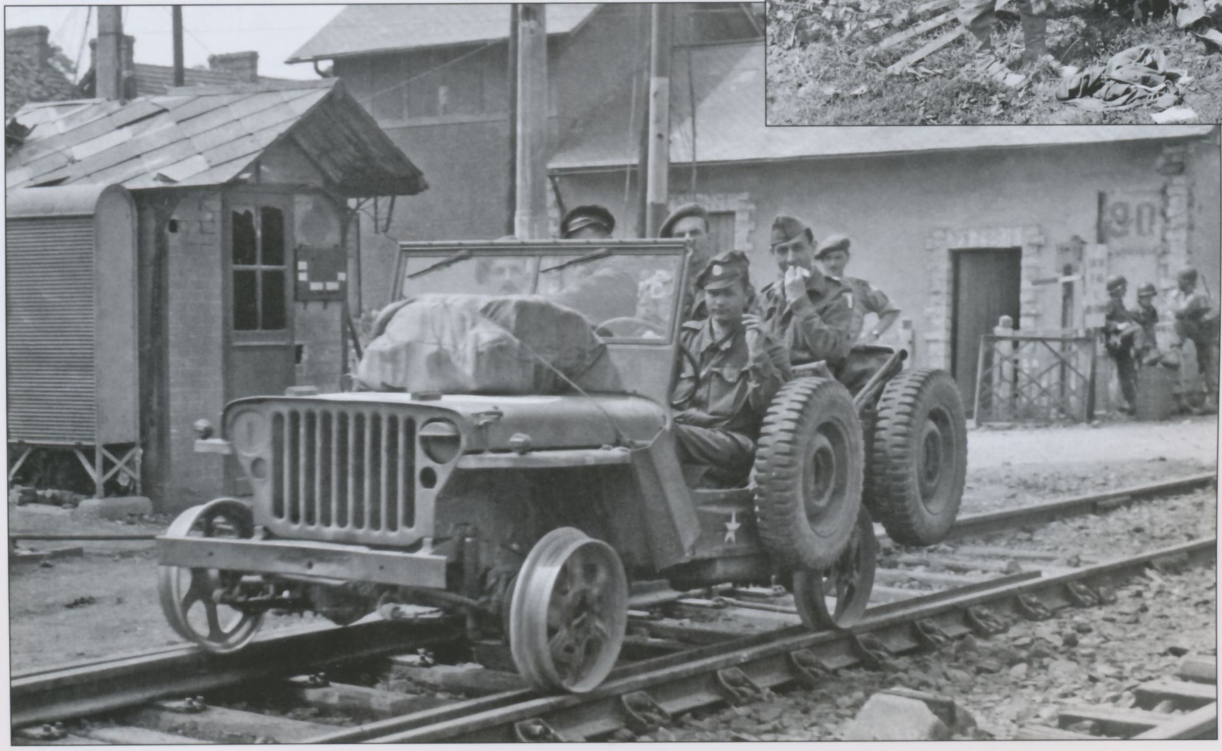
Jeeps congregate in an unidentified French town during the Operation Cobra breakout on 29 July. The jeeps include some from a military police unit, a quartermaster battalion and a tank battalion.



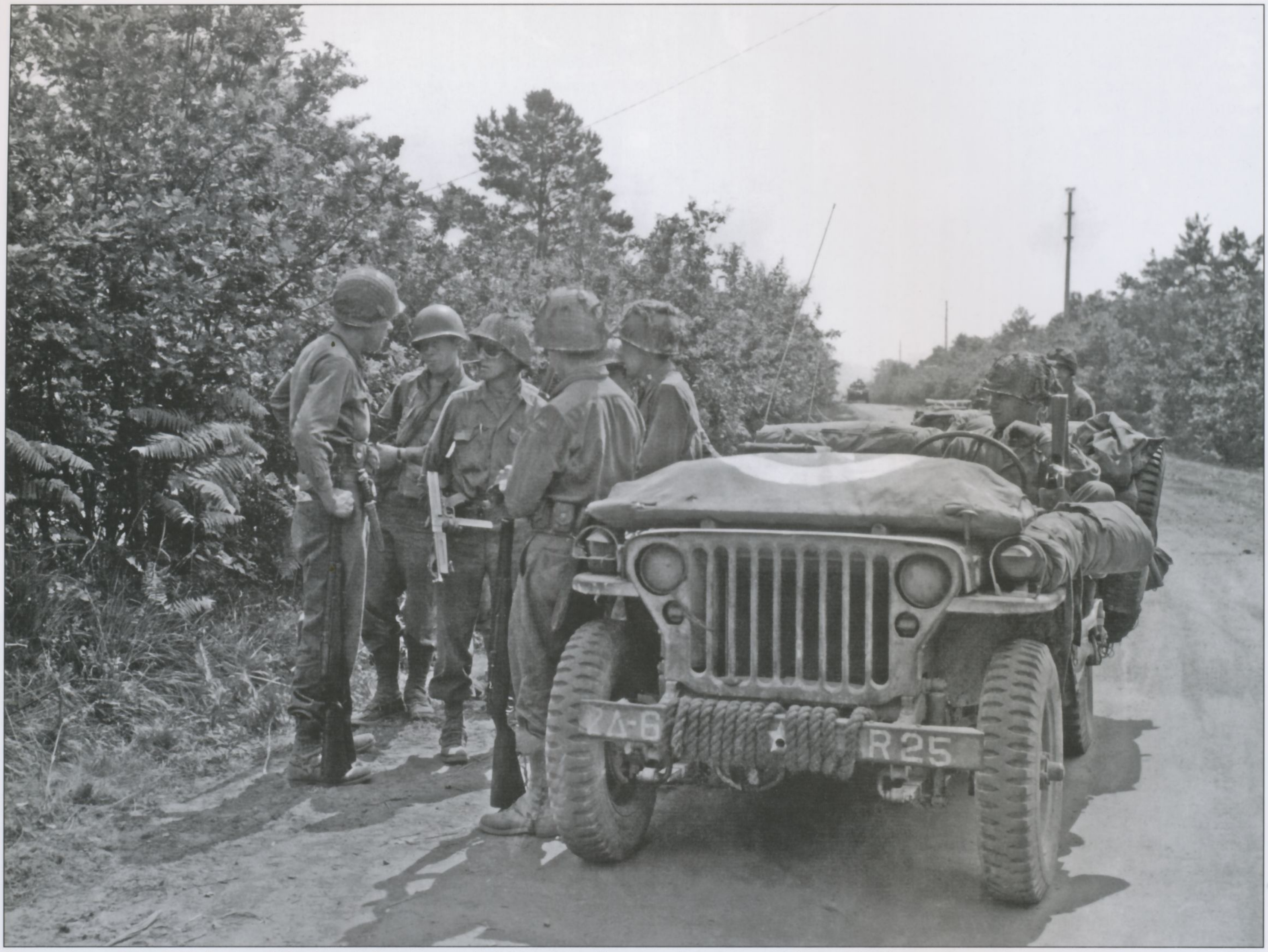
A recon jeep armed with a .50 cal machine gun of the 90th Division moves through Mayenne, France during the Operation Cobra break-out.



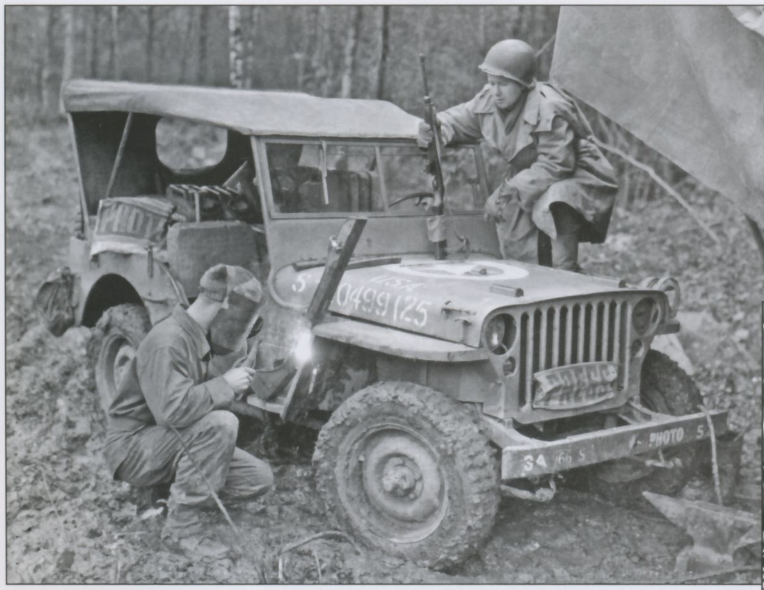
Jeeps offer no protection against mines as is painfully evident in the case of this jeep near St. Sever Calvados on 4 August 1944.



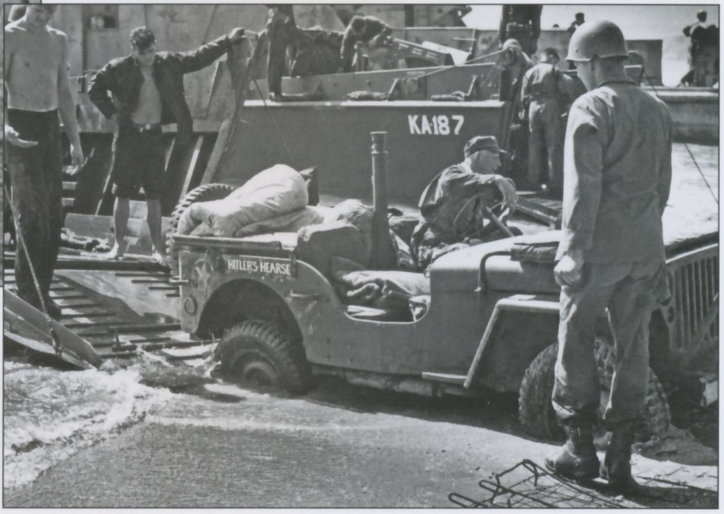
This jeep was converted into an improvised rail-trolley in France and in seen in use on 6 August 1944.



A recon jeep of the 67th Armored Regiment, 2nd Armored Division near Barenton, France on 14 August 1944.

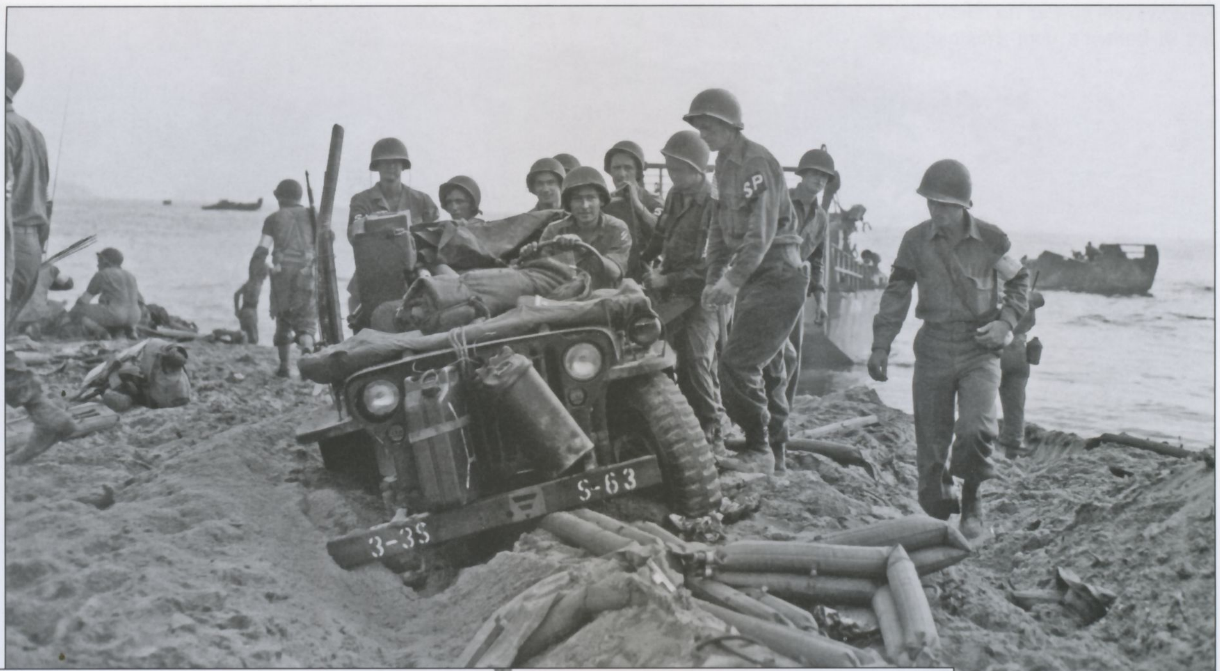


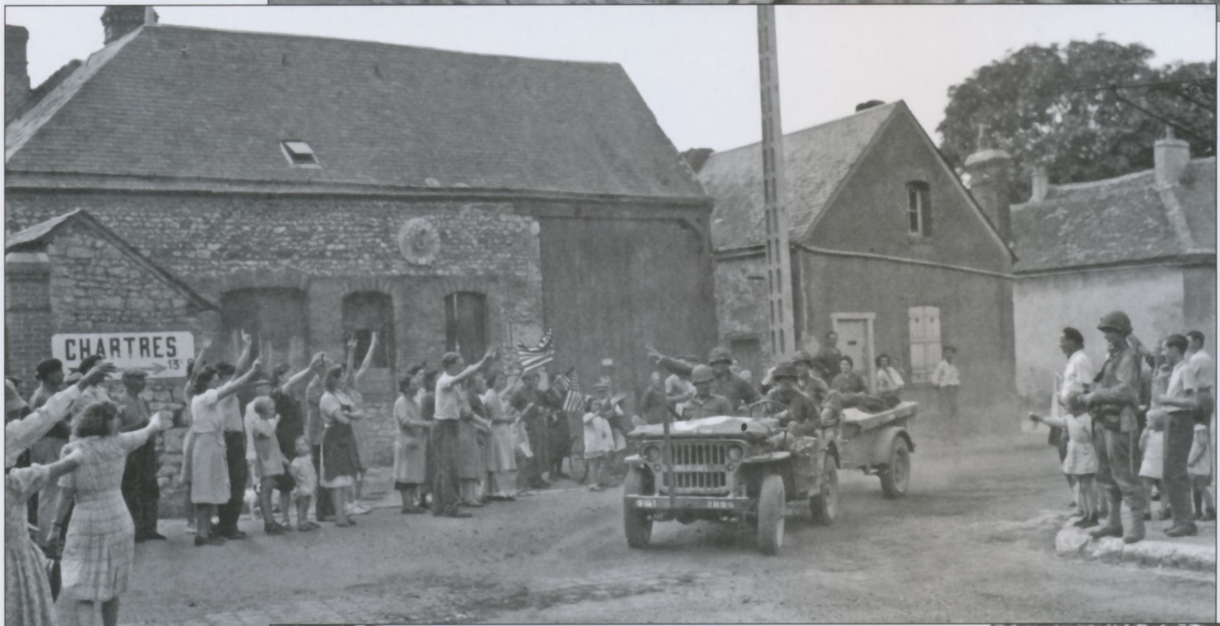
A jeep assigned to the press with Patton's Third Army gets some custom work with a rifle rack welded to the right fender near Battily, France on 15 August 1944.



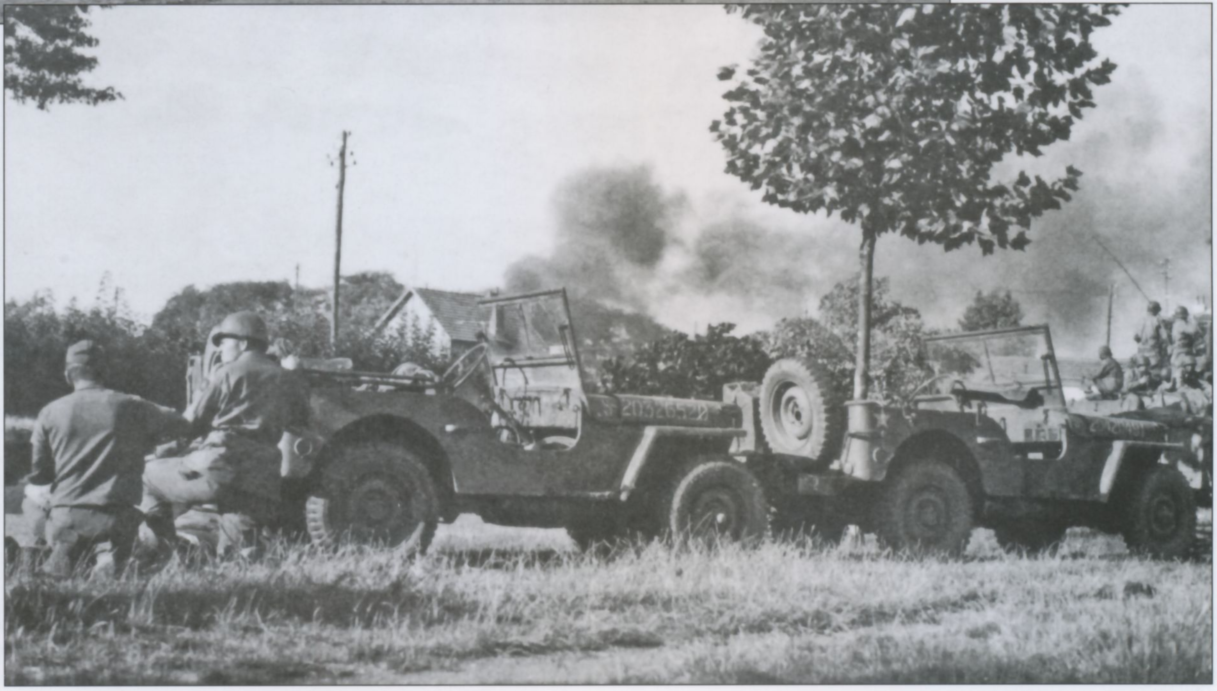
While Bradley's 12th Army Group was pushing eastward through Normandy, on 15 August 1944 Devers' 6th Army Group landed on the Provence coast in southern France, codenamed Operation Dragoon. Here, a jeep named "Hitler's Hearse" drives ashore off a landing craft.

A jeep of the 3rd Service Battalion, 3rd Division is stuck in the sand while coming ashore at St. Tropez during Operation Dragoon on 15 August 1944.

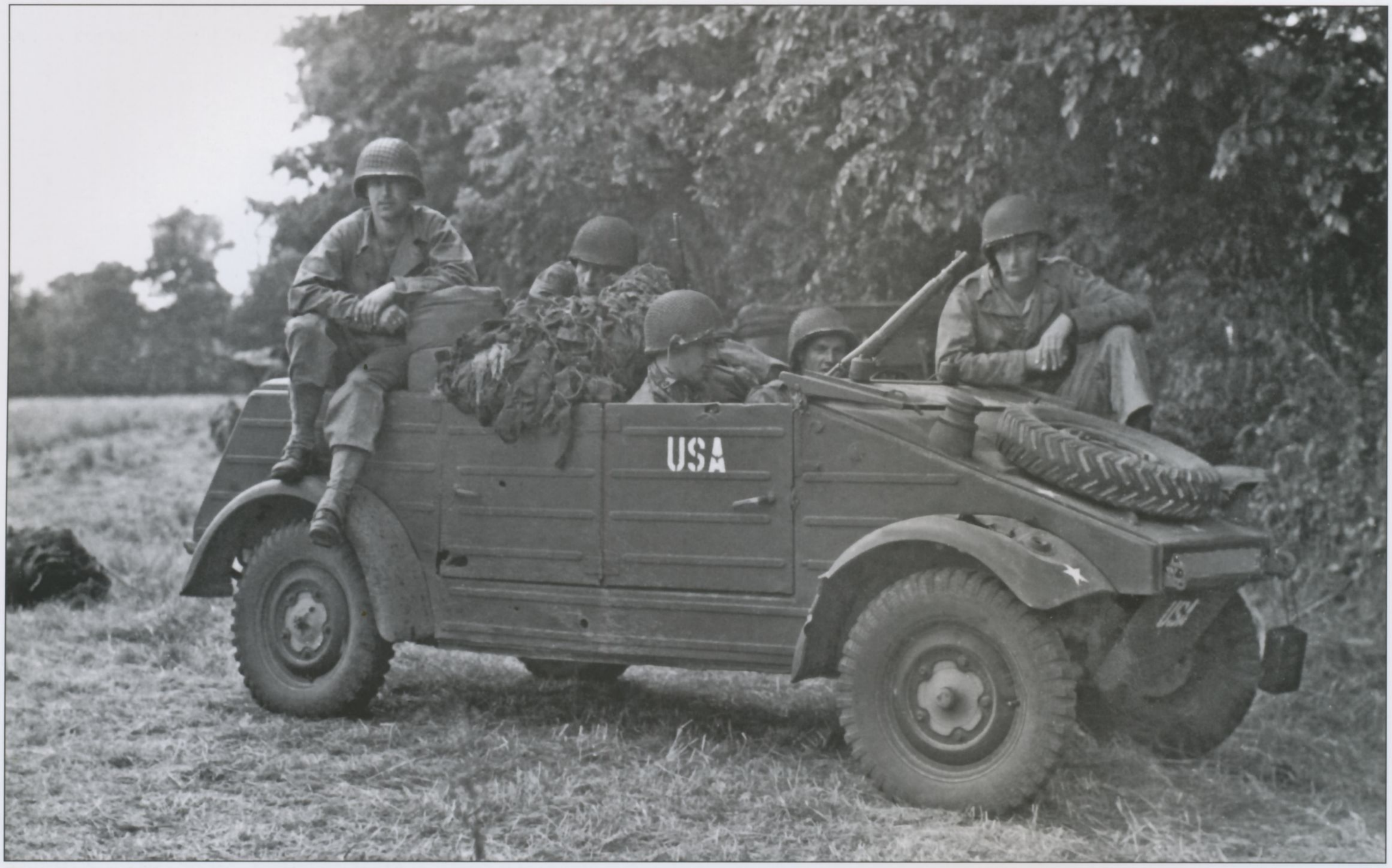




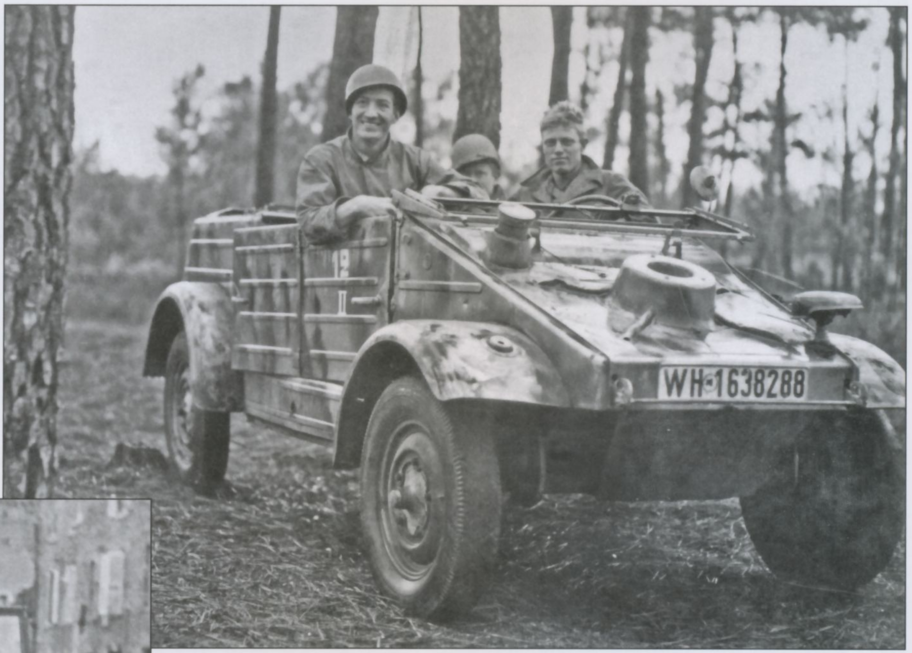
A headquarters jeep from the 2nd Battalion, 11th Infantry Regiment, 5th Division barrels through the outskirts of Chartres during the advance of Patton's Third Army towards the Seine river.



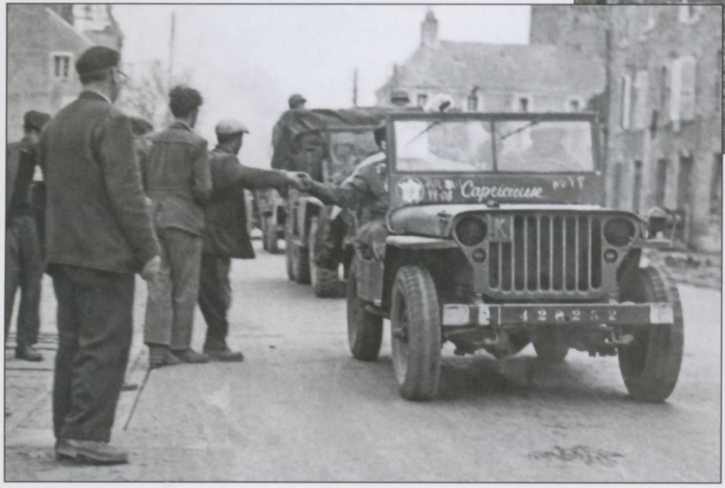
Troops crouch behind their jeeps as a German ammunition dump explodes in the background, somewhere in France on 24 August 1944.



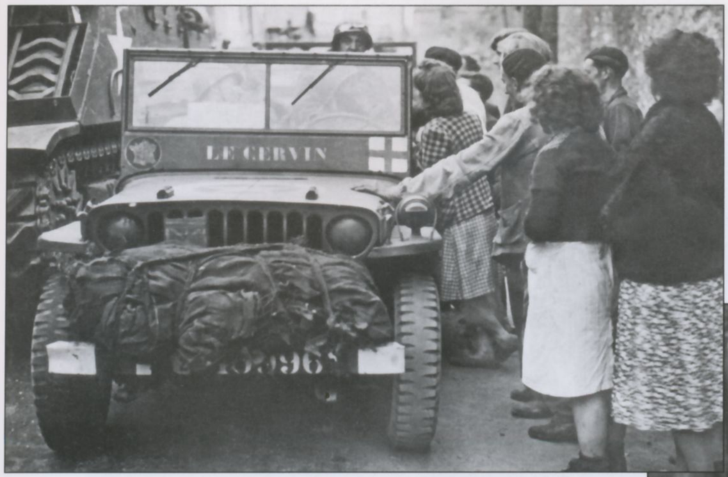
German Kübelwagens were sometimes impressed into US service when captured intact like this example "somewhere in France" in the summer of 1944. It has already been repainted in US markings.



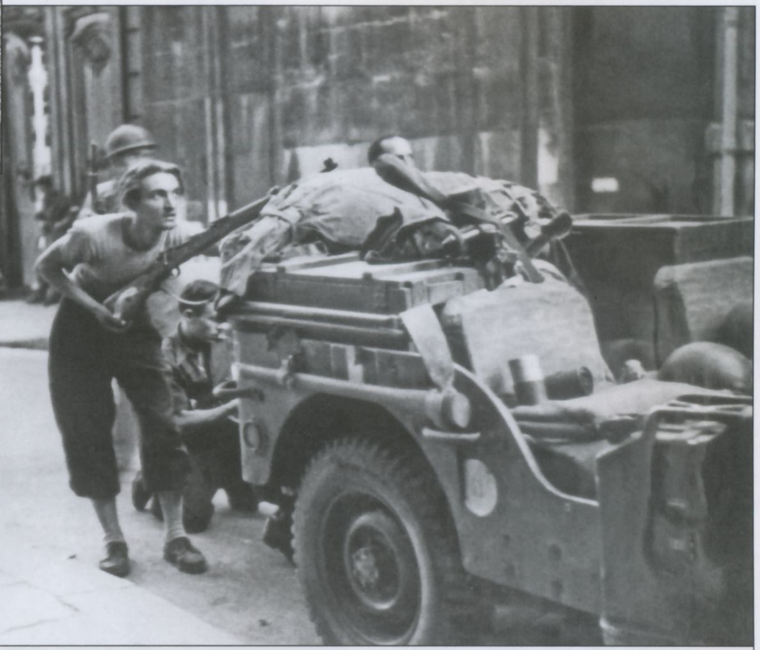
Another example of a German Kübelwagen in US service, this time with the Ordnance Section of the 9th Air Force Service Command in Normandy.



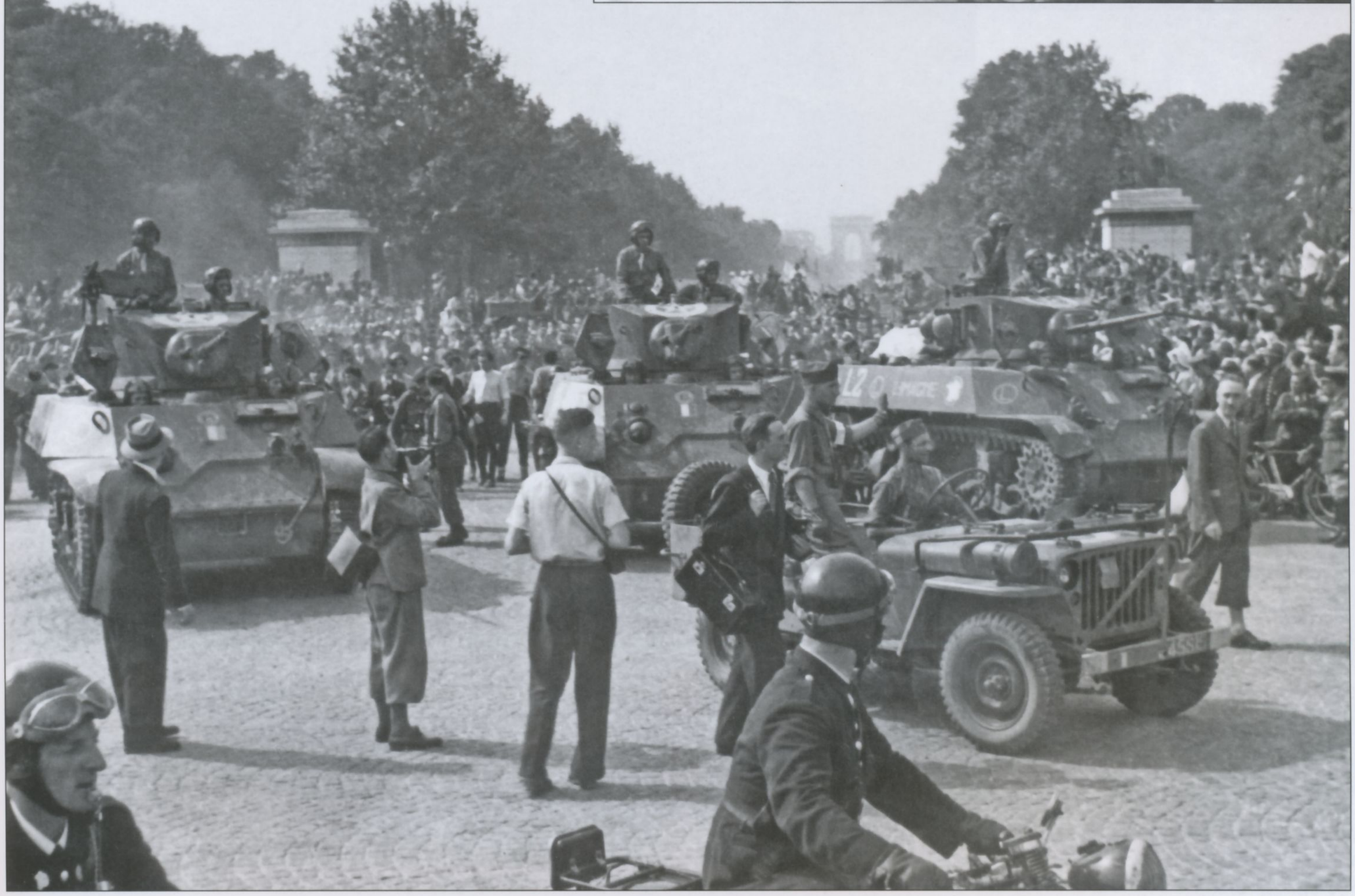
A column from the French 2nd Armored Division heads towards Paris during the third week of August 1944. The jeep here, "Capricieuse", was from the division's maintenance battalion, GER XV.



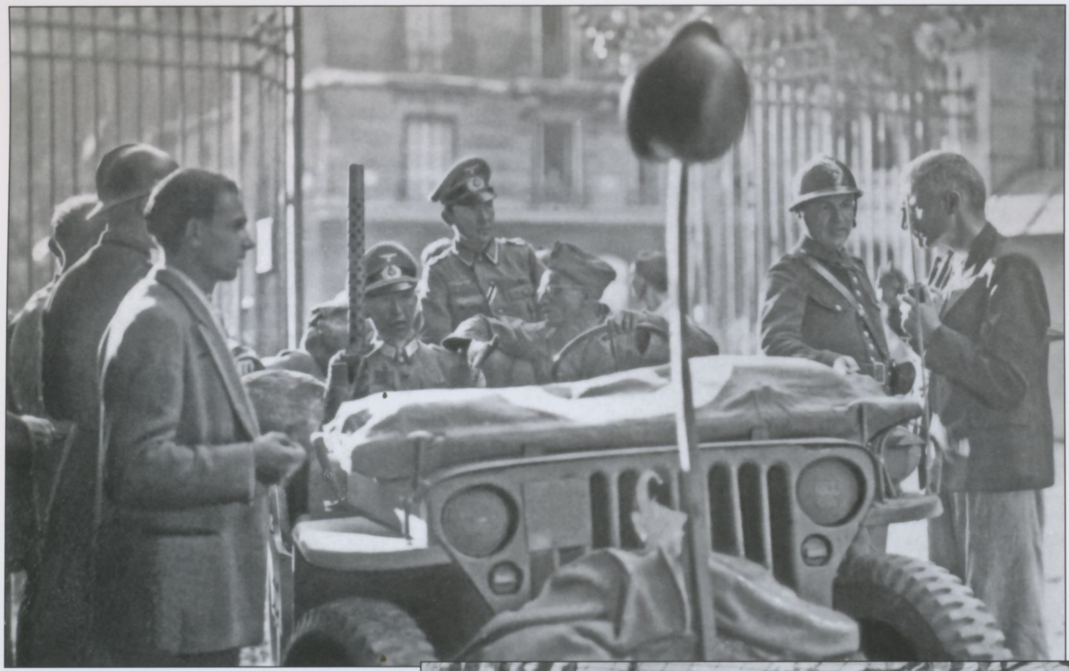
Another French jeep from the 2nd Armored Division on its way into Paris on 24 August 1944, this time "Le Cervin", a chaplain's jeep attached to the divisional train.



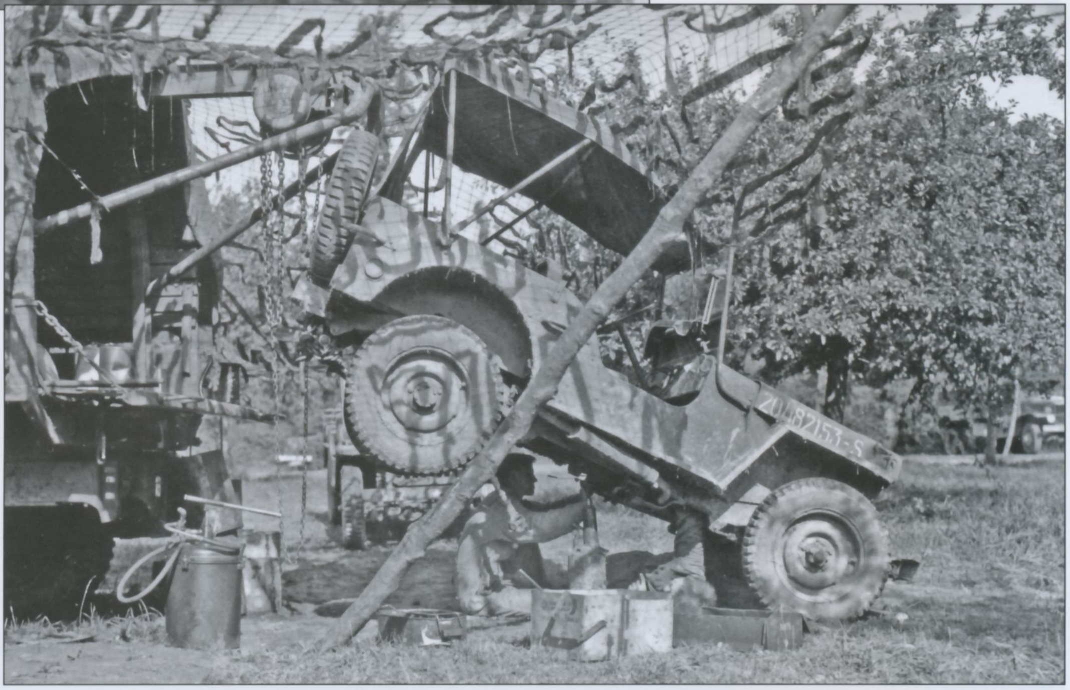
French resistance fighters and troops of the French 2nd Armored Division huddle behind a French jeep for protection from German sniper fire during the liberation of Paris on 25 August 1944.



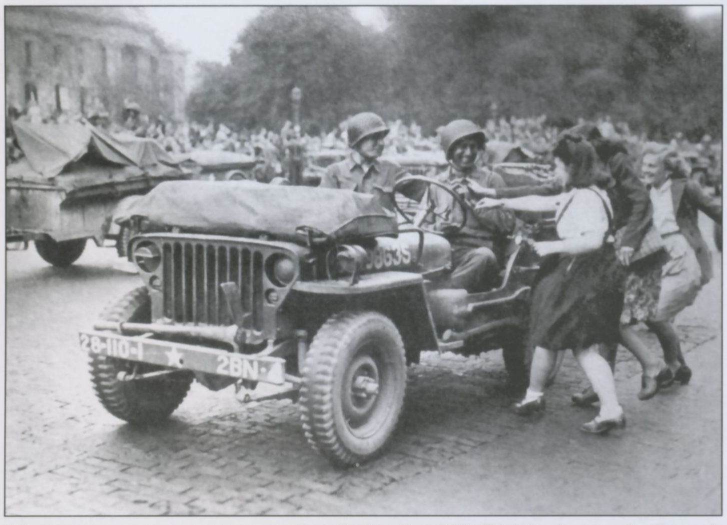
Even though the city was not entirely subdued, the French 2nd Armored Division staged a parade down the Champs Elysees on the afternoon of 25 August 1944 as a show of force. Leading this column of M3A3 light tanks from the Langlade Tactical Group is one of the unit's jeeps.



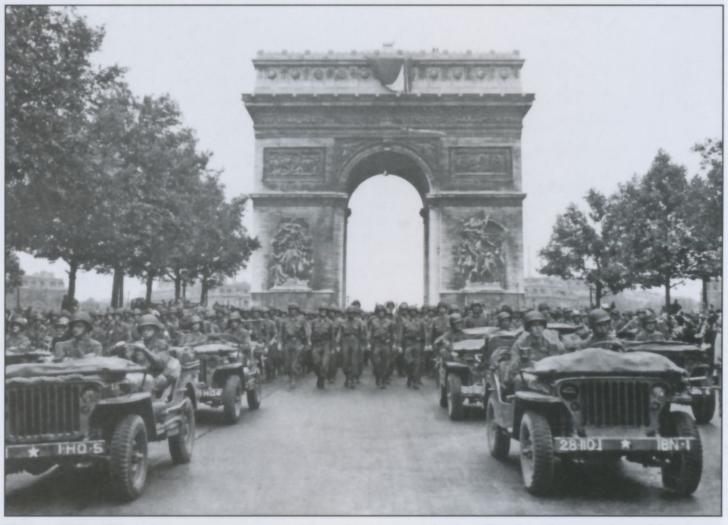
Late in the afternoon of 25 August 1944, the French 2nd Armored Division sent jeeps with German officers aboard to convince die-hards held up in the Luxembourg Gardens that the rest of the Paris garrison had surrendered.



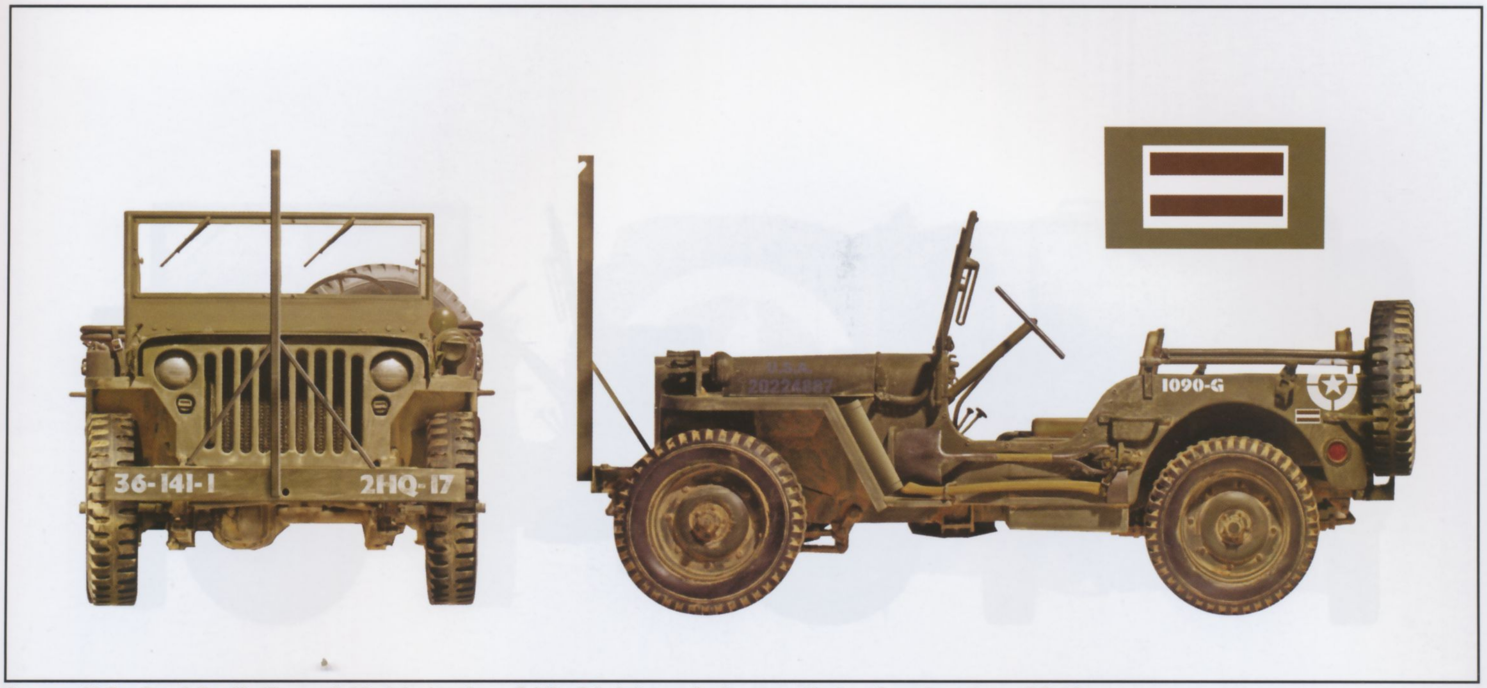
A jeep undergoes repair with the help of a wrecker truck near Valognes, France on 25 August 1944.



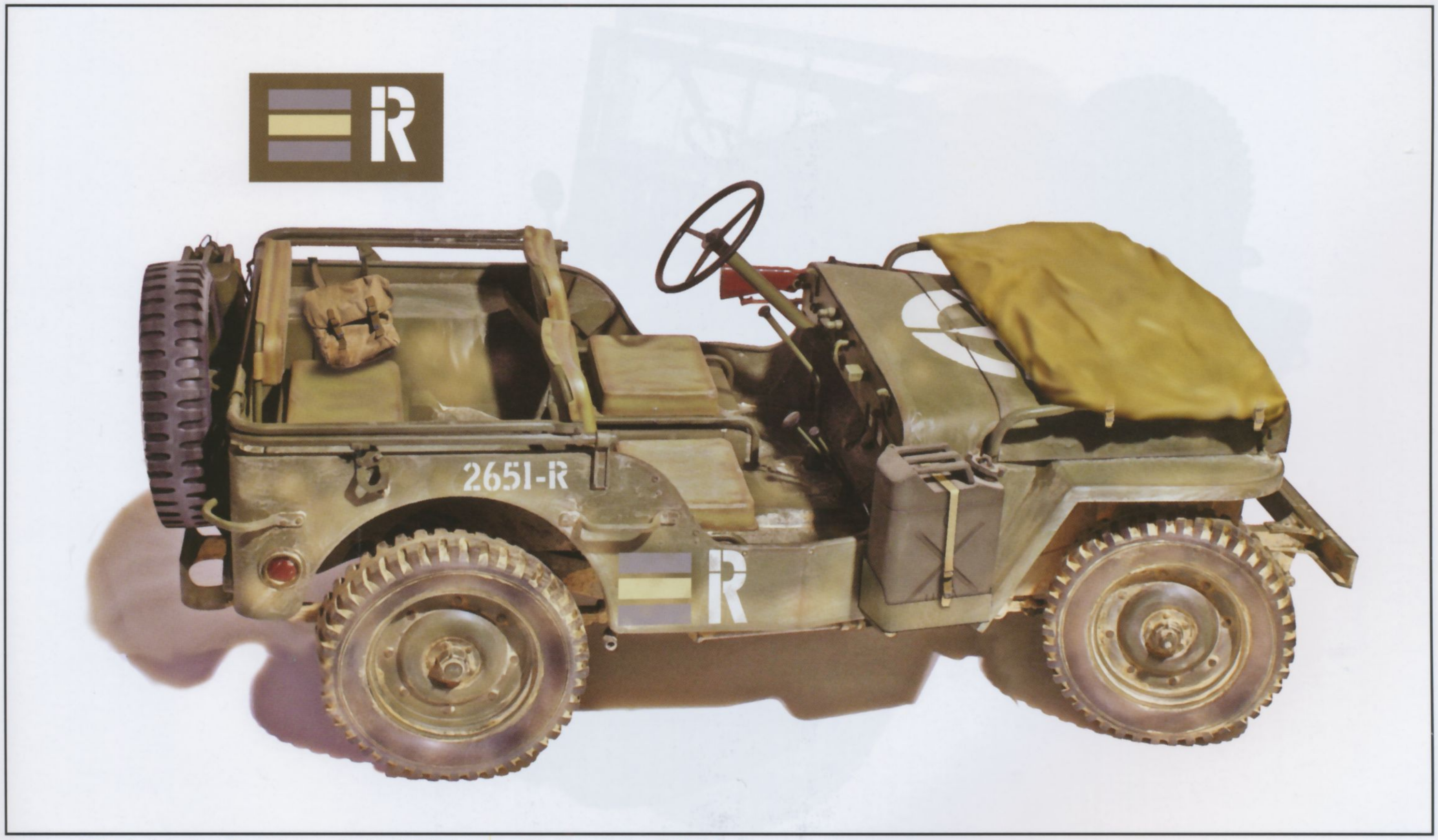
A jeep crew gets a warm reception during the 28th Division's parade through Paris on 29 August 1944. The markings on the bumper identify this jeep as belonging to the 2nd Battalion, 110th Infantry Regiment, 28th Division.



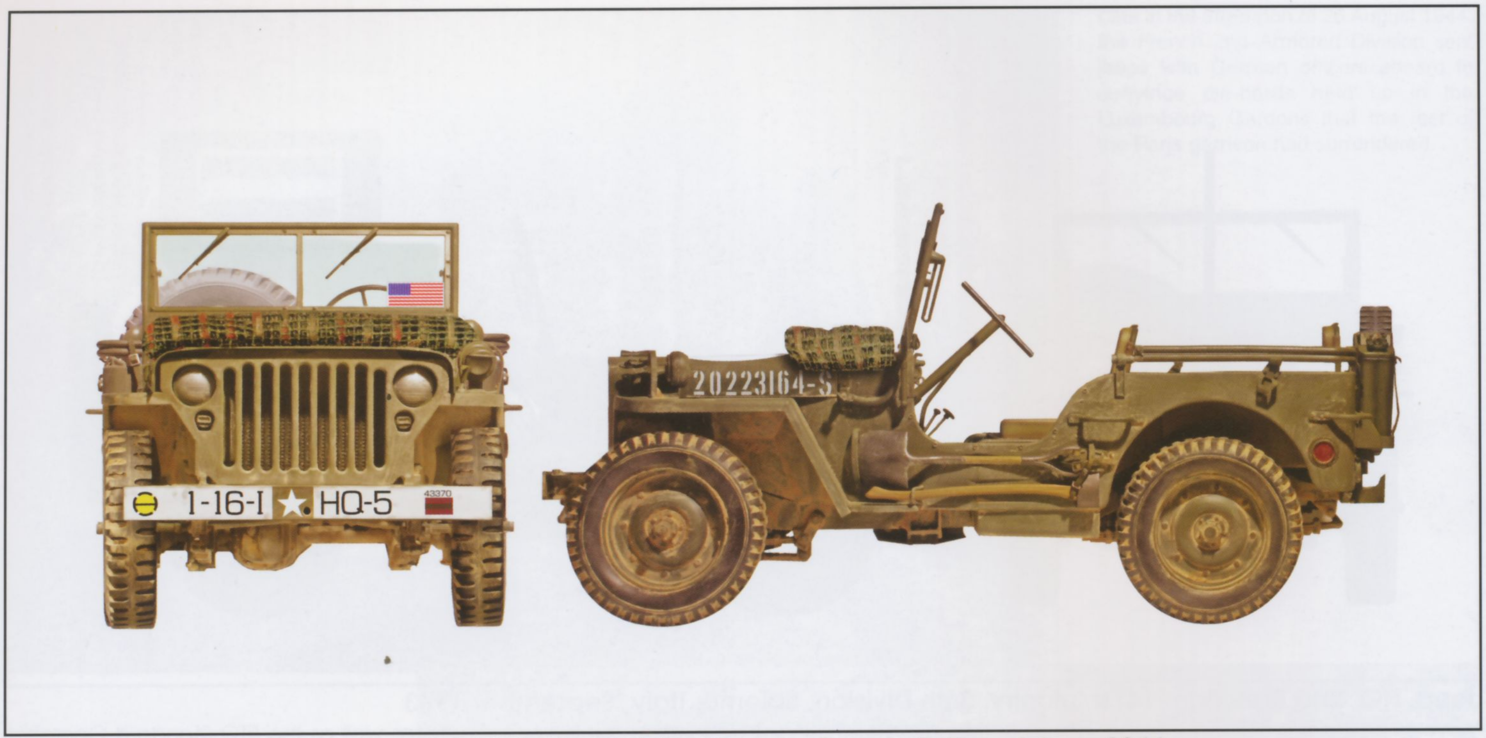
The 28th Division stages a triumphal march in Paris down the Champs Elysees from the Arc de Triomphe on 29 August led by two jeeps from the 1st Battalion, 110th Infantry Regiment.



Jeep, HQ, 2nd Battalion, 141st Infantry, 36th Division, Salerno, Italy, September 1943
Vehicles during the Salerno landings had a combination of the Army Regulation 850 bumper codes as well as the ETO Standard Operating Procedure-Preparation for Overseas Movement markings (ETOUSA-POM). The AR-850 bumper codes consist of the divisional and regimental markings on the right side and the battalion marking on the left. The ETOUSA-POM marking is a unit code consisting of a four digit number with a letter suffix or five digit number, in this case 1090-G for this battalion. The number code was supposed to be accompanied by three colored bars, one inch by four inches with the top and bottom color based on the next-to-the-last number and the middle bar based on the last number. In this case 9 (white) and 0 (brown) but the unit has mixed up the order and used the colors in reverse. The national insignia is the same white star with enlarged white surround that was adopted for Operation Husky, the landings on Sicily, in July 1943. Like all army jeeps, it was finished in overall Lusterless Olive Drab.

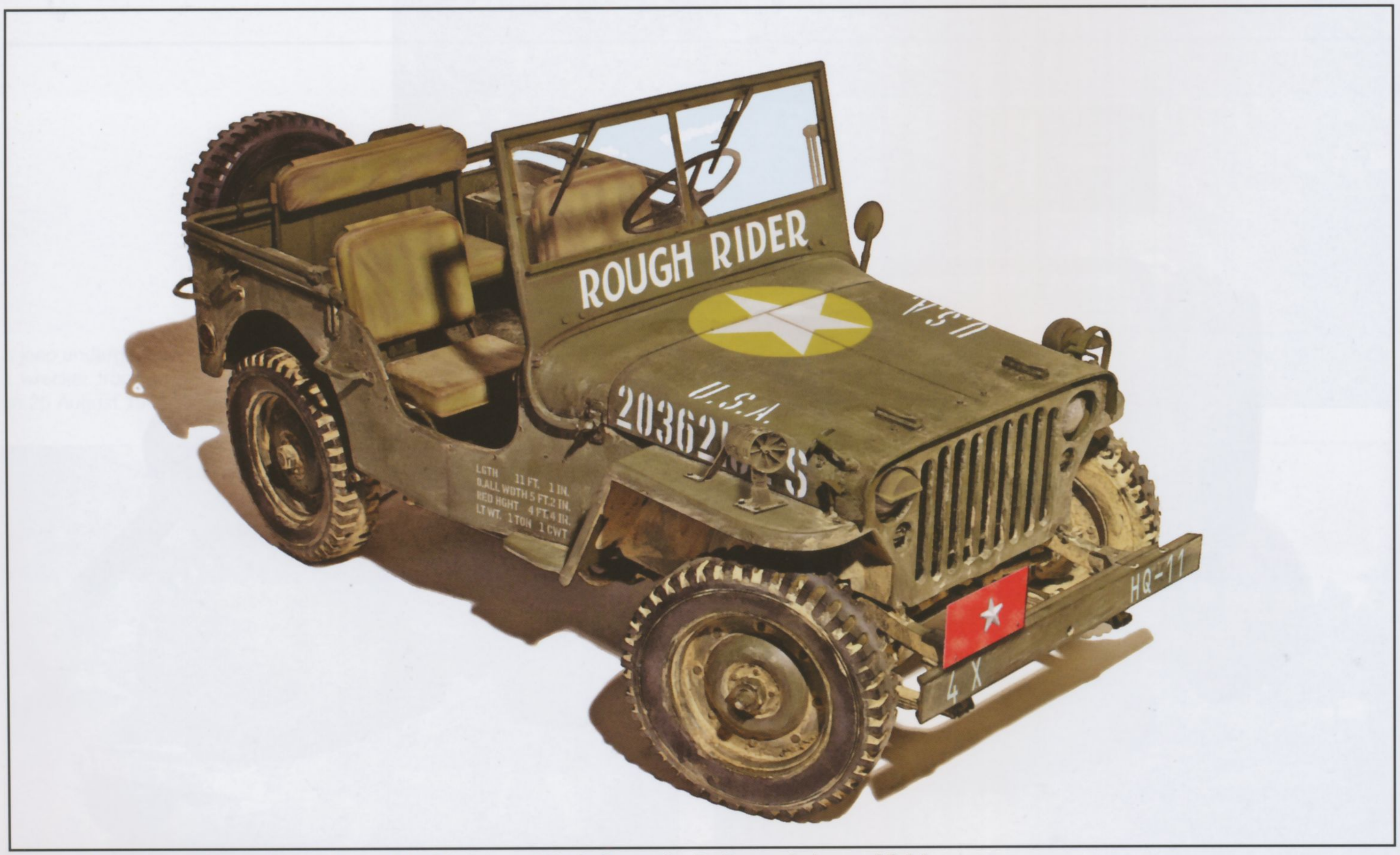


Jeep, 7th Infantry Regiment, 3rd Division, Sicily, July 1943
During Operation Husky, the Allied landings on Sicily, the preferred unit marking was the ETOUSA-PO color bars/unit serial rather than the AR-850 bumper codes. They can be seen on the body side, with the particular battalion code here being 2651-R so the associated color bars are Grey (5) and Buff (1). Normally the letter suffix is supposed to be in the missile bar color, but often it was left in white. Prior to Operation Husky, an operations memo was released instructing units to paint an enlarged white surround around the white star to prevent the marking from being mistaken as a German cross. This can be seen on the hood.



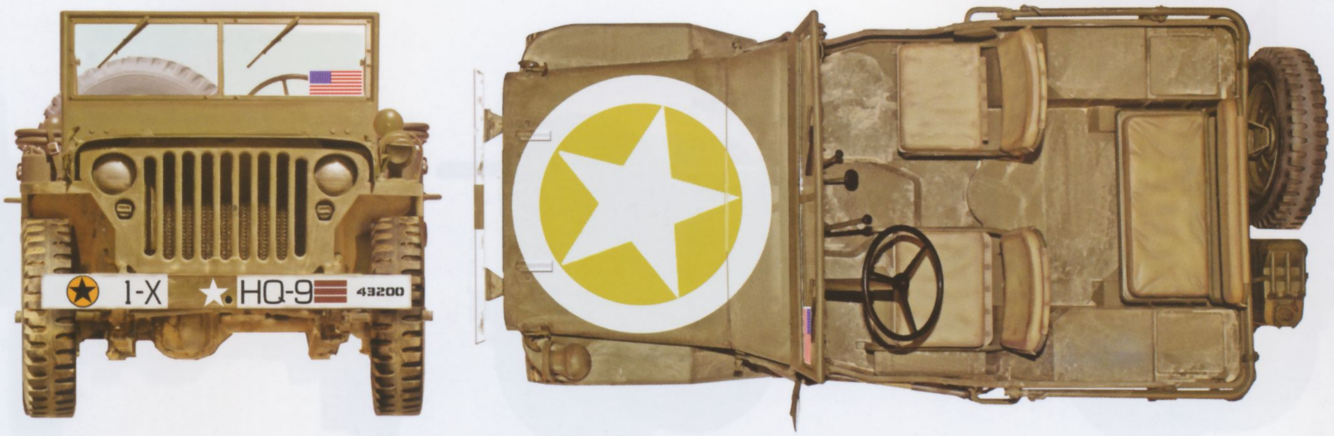
Jeep, HQ, 16th Infantry Regiment, 1st Infantry Division, Omaha Beach, D-Day, 6 June 1944

Prior to Operation Overlord, the 1st Division adopted a comprehensive set of markings including the ETOUSA-POM, AR-850 bumper code, and their own regimental insignia all on a white background for clarity. In this case, the ETOUSA-POM code is 43370 so the color bars are Maroon (7) and Brown (0). The AR-850 bumper codes are in the usual pattern, while the regimental insignia, a yellow circle edged in black and subdivided in the center, can be seen on the far left side of the bumper. Another common marking on D-Day was a US flag which was pasted to the windshield.

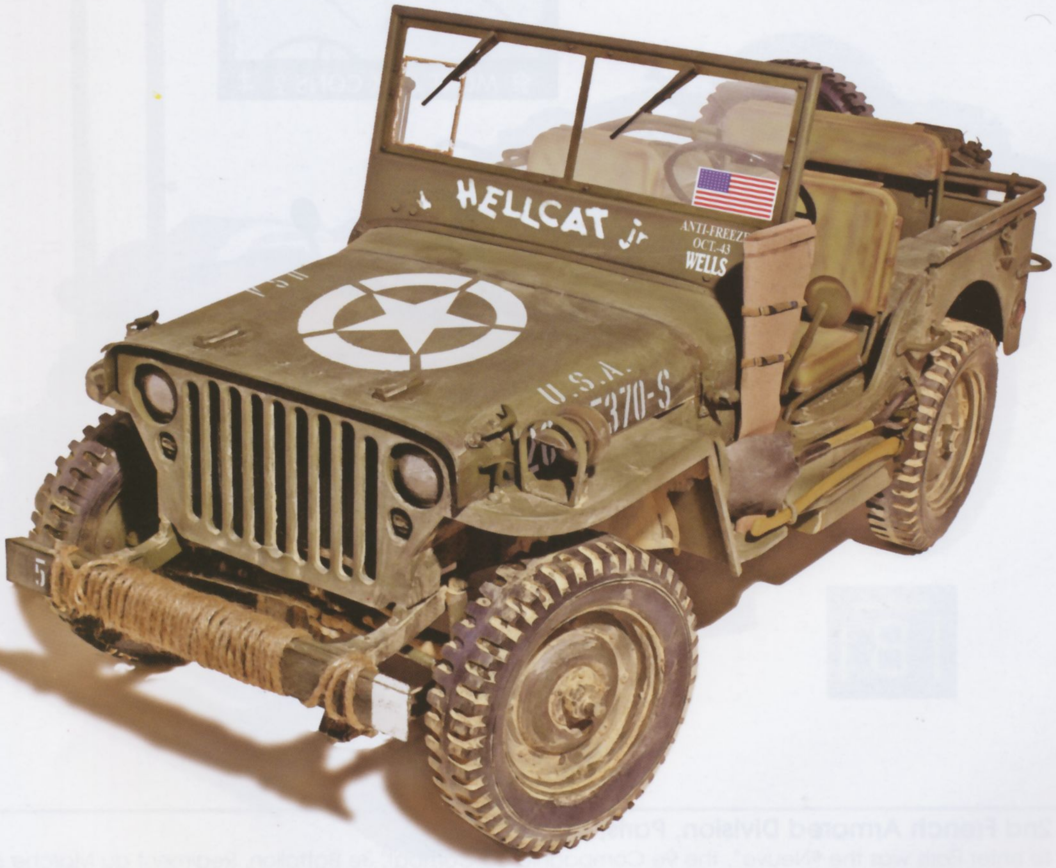


Jeep, Divisional Headquarters, 4th Division, Utah Beach, D-Day, 6 June 1944

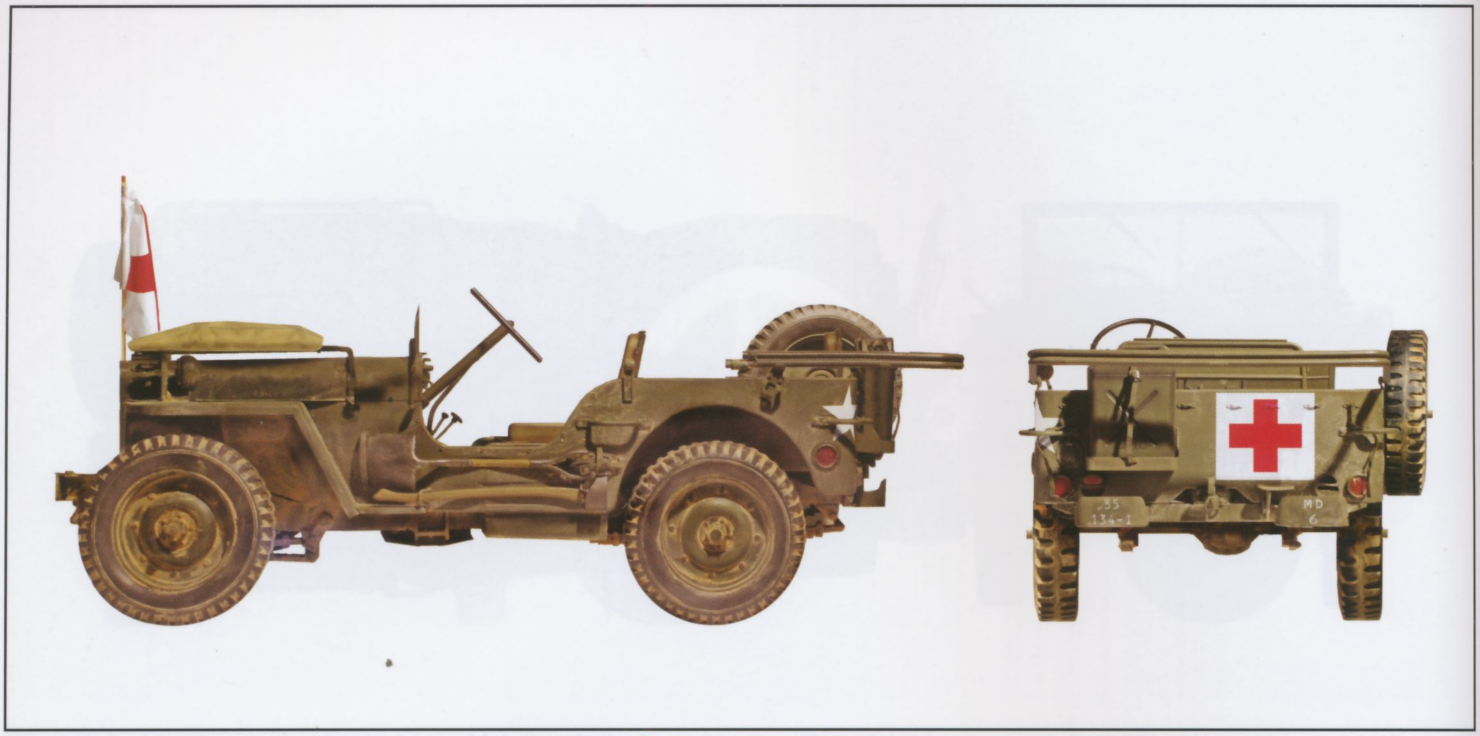
This was the command jeep assigned to Brigadier Theodore Roosevelt during the Normandy campaign. The markings include the usual AR-850 bumper codes as well as a general's distinctive red rank plate. Roosevelt's jeep was named "Rough Rider" after his father's unit during the Spanish-American War. The star is painted on a circle of anti-gas paint. This chemical paint varied from a yellow-green shade when fresh to a rust orange shade if exposed to chemical agent; however it was susceptible to some industrial chemicals and often changed shade without exposure to chemical warfare agents. The usual shipping markings are painted by the right passenger side.



Jeep, Divisional Headquarters, 1st Infantry Division, Omaha Beach, D-Day, 6 June 1944
This plate shows some of the variation in markings on the 1st Division jeeps. Since this jeep is in the divisional headquarters, it carries the divisional insignia, a black star on an orange circle. The ETOUSA-POM unit marking is 43200 so the color bars are all brown (0). The 1st Division tended to paint an extremely large air identification star on the hood, and filled in the spaces in between with anti-gas paint.

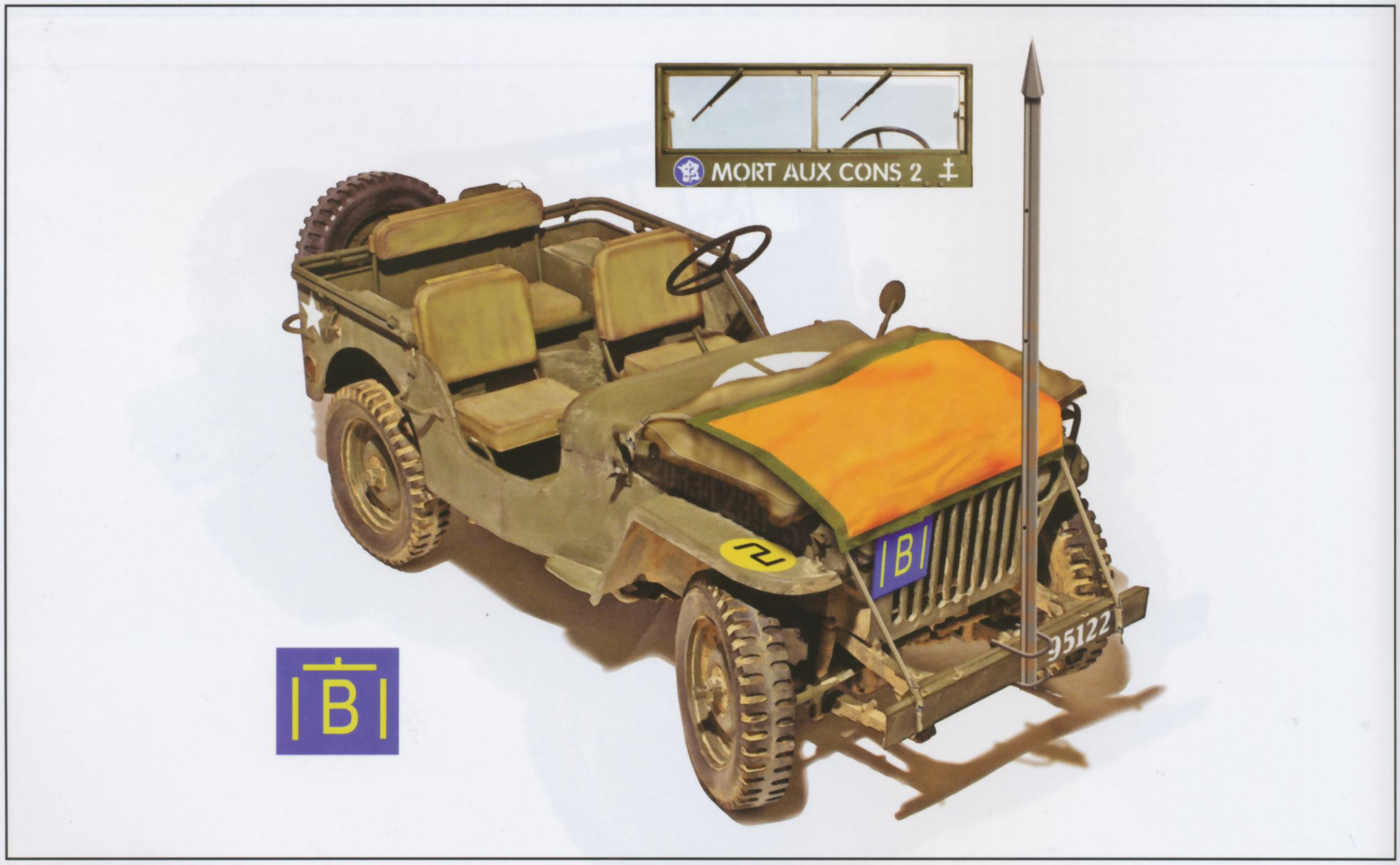


Jeep, Headquarters, 9th Tactical Air Force, US Army Air Force, Normandy, June 1944
This is the jeep used by Gen. Pete Quesada during his tour of the forward tactical air strips in Normandy in June 1944. It had the standard Allied Air Recognition marking consisting of a white star in a circle that was adopted under Operational Memo No. 20 in March 1944. Other markings include an anti-freeze maintenance marking and the driver's name as well as the jeep's nickname.



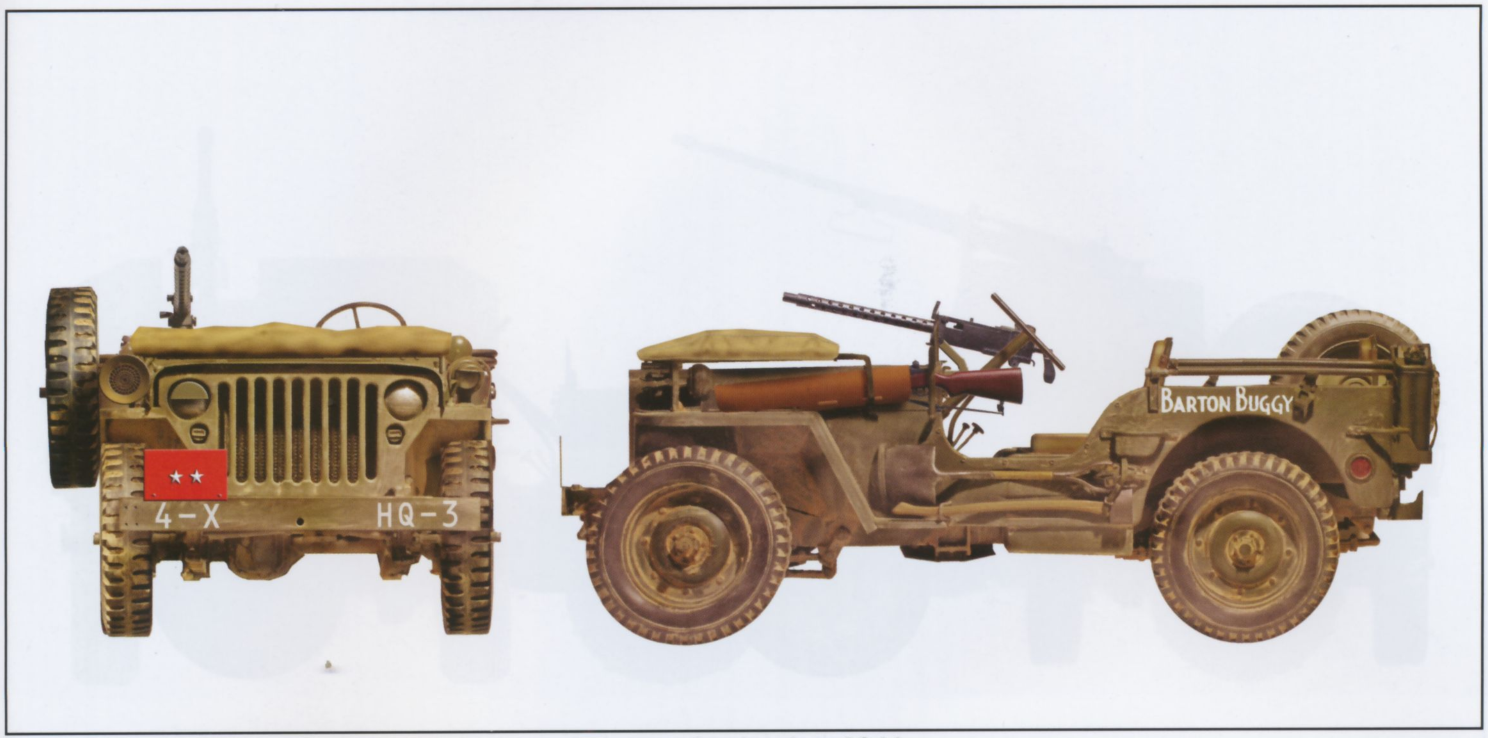
Jeep, HQ, 134th Infantry Regiment, 35th Division, Normandy, July 1944

This jeep attached to a headquarters medical section displayes the usual pattern of AR-850 rear bumper markings. The star is in an unusual location. The spare tire has been moved to the side to make it easier to carry stretchers in the rear. A large Red Cross emblem is painted on the rear and the usual Red Cross flag is carried.

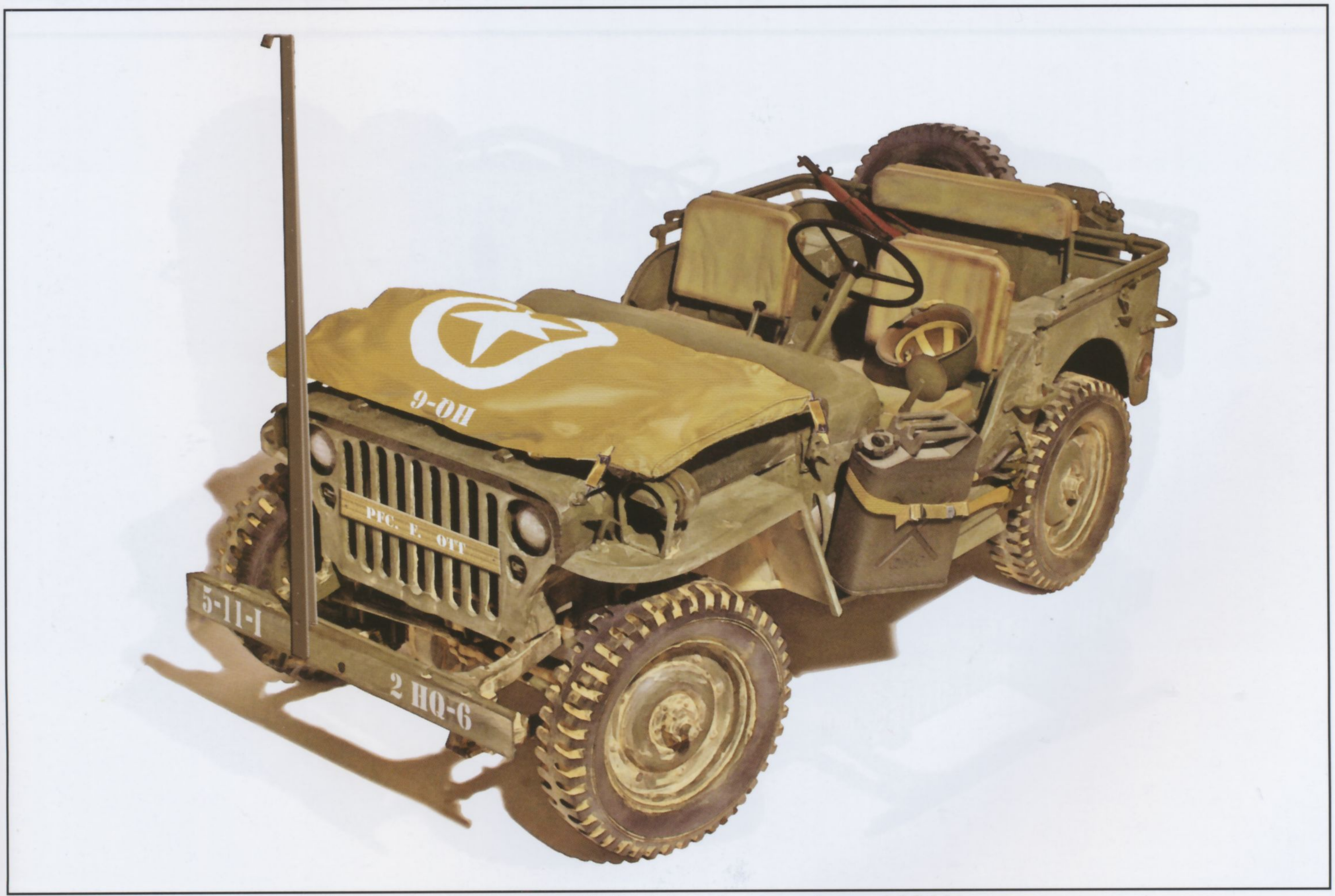


Jeep, 9e/RMT, 2nd French Armored Division, Paris, August 1944

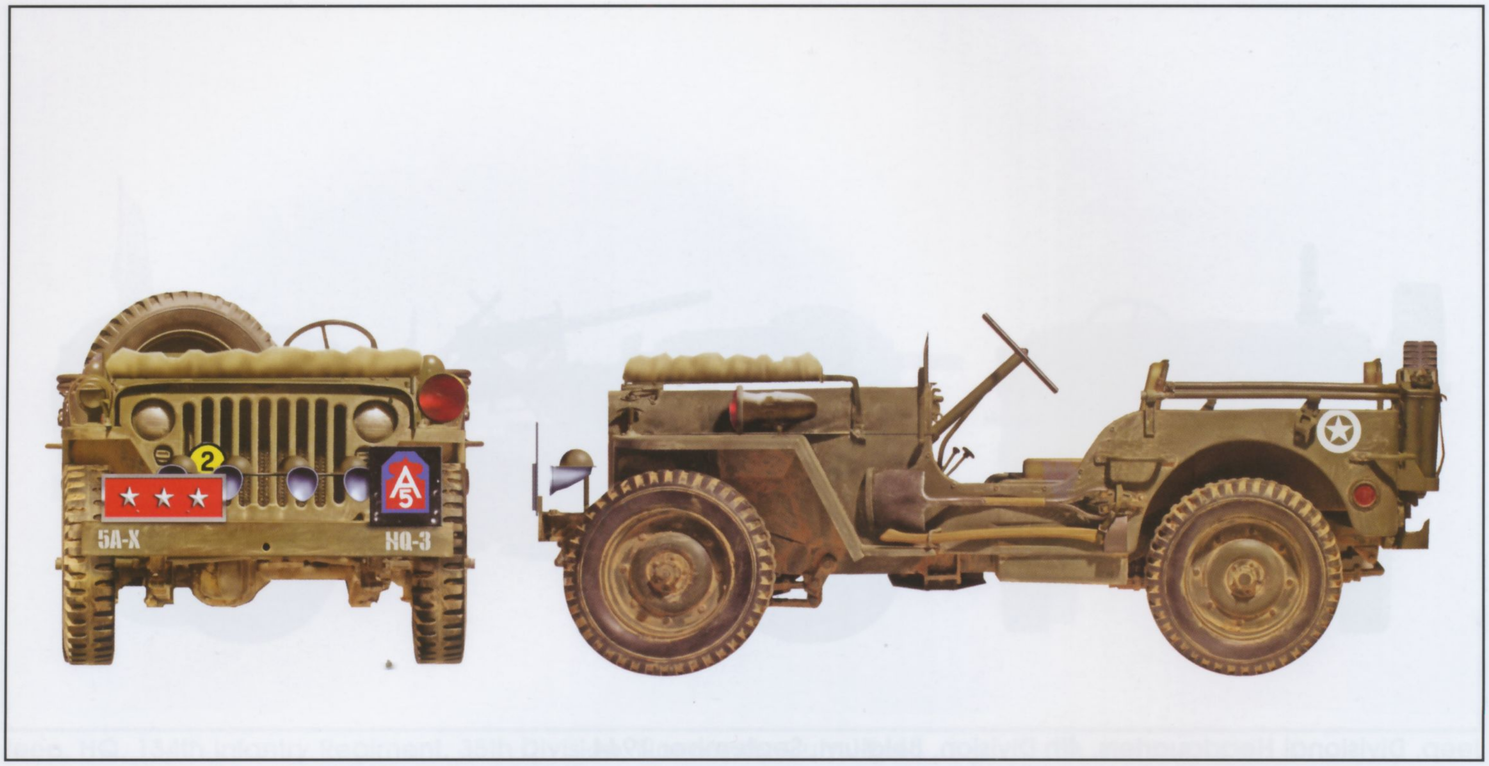
The first Allied unit to enter Paris was the "Neuve", the 9e Compagnie de Combat, 3e Battalion, Regiment du Marche du Tchad. This unit was unusual in that many of its soldiers were Spanish Republicans who fled to France after Franco's Nationalists won the Spanish Civil war, and they were known as some of the best troops in the division. They were hand-picked by the divisional commander, Gen. Leclerc, to spearhead the advance into Paris. They were led by Capitaine Raymond Dronne and this was his jeep, Mort aux Cons 2 (Death to Idiots 2) after his first jeep was destroyed earlier in the month. The 3/RMT insignia in blue and yellow is shown in more detail in the inset. The French matricule number is carried on the bumper while the divisional insignia, name and cross of Lorraine are on the windshield frame. The bridging weight circle was carried on the top of the fender. During the advance, Dronne's jeep was fitted with an orange paratrooper air identification panel.



Jeep, Divisional Headquarters, 4th Division, Belgium, September 1944
This was Maj. Gen. Lanham "Tubby" Barton's jeep, the Barton Buggy. The markings are very plain, consisting of the usual AR-850 bumper codes and the nickname on the side; shipping markings were carried on the right passenger side as will be seen on the photos in this book.

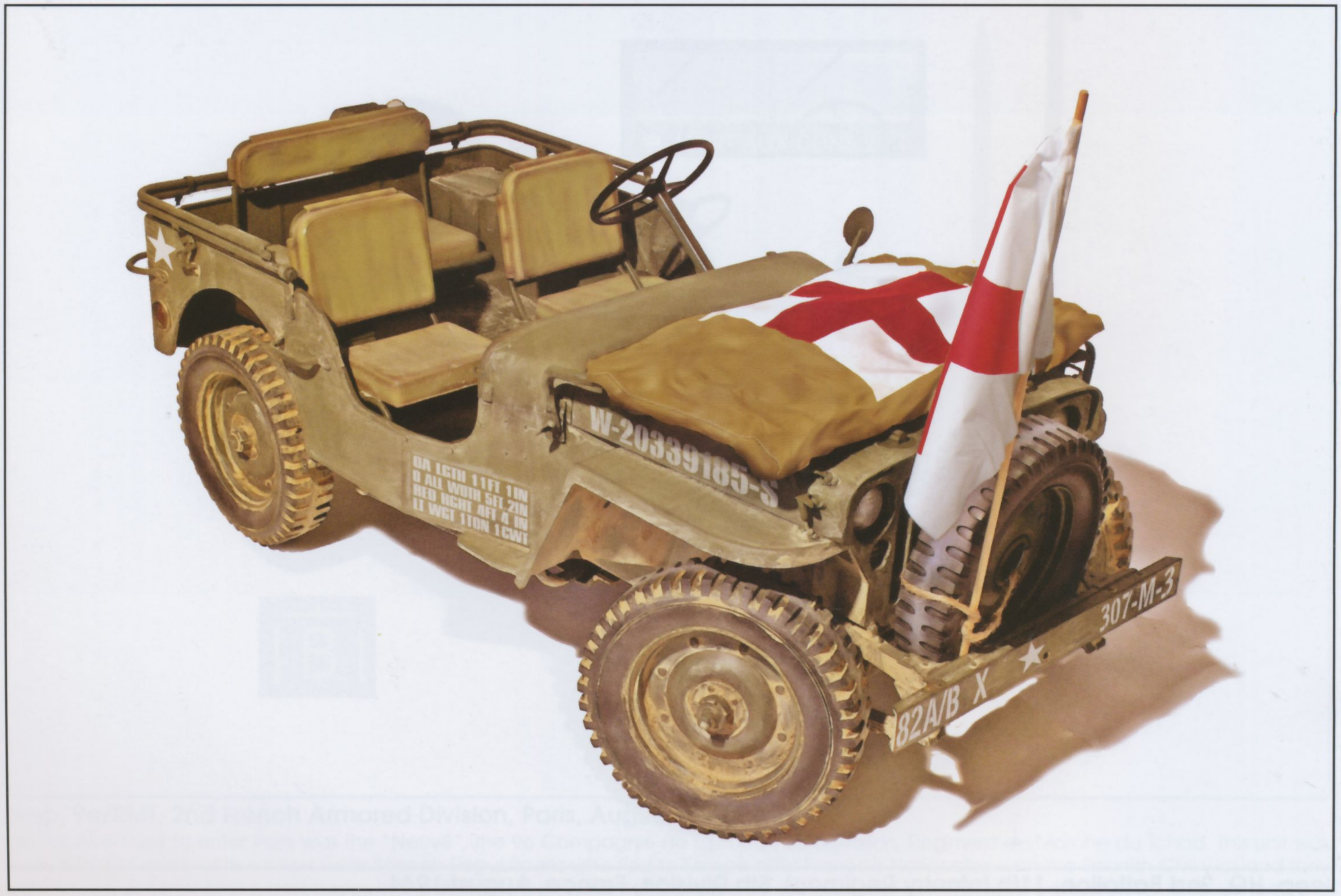


Jeep, HQ, 2nd Battalion, 11th Infantry Regiment, 5th Division, France, August 1944
Most units had minimal markings on their jeeps. This jeep has the usual AR-850 bumper codes. Some units painted the OP Memo 20 Allied Star on the canvas windshield cover since the painted hood marking was so frequently covered. In this case, the driver has also painted the jeep number (HQ-6) on the canvas cover, probably to prevent it from being stolen by other drivers. The driver has also put a wood plank with his name (PFC F. Ott) on the radiator grill.



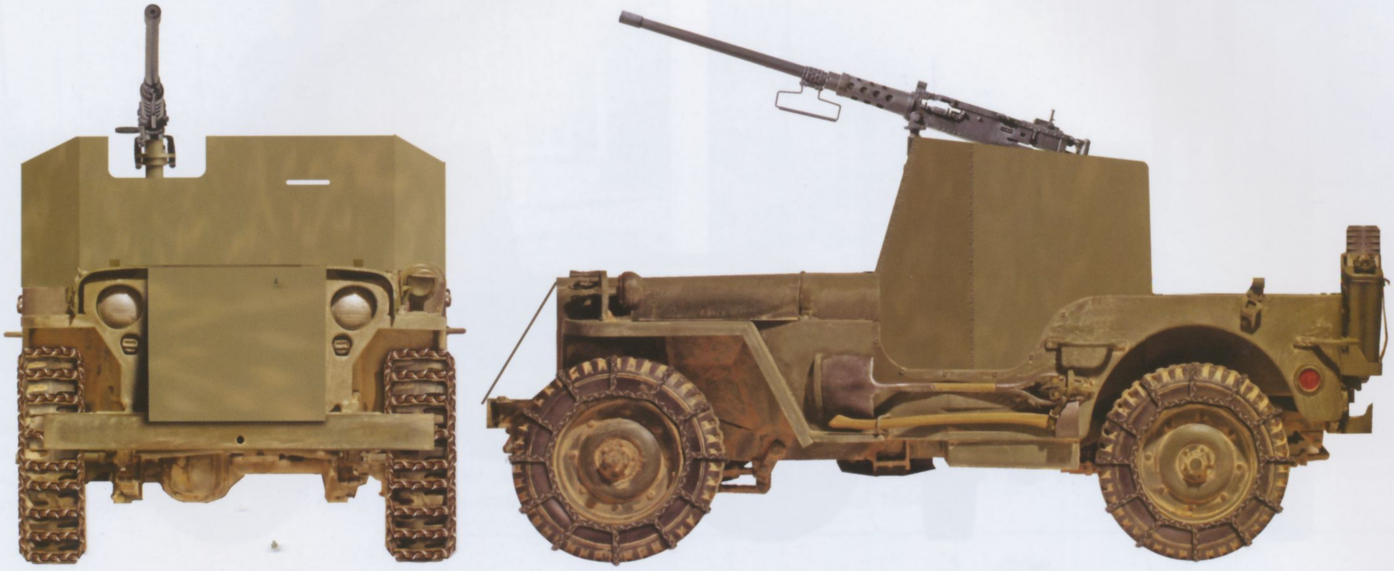
Jeep, Headquarters, US Fifth Army, Italy 1944

This was Lt. Mark Clark's command jeep in Italy. It had many small modifications including a fire department/police flashing red light/siren on the left fender and a rack of sirens. The markings included the usual AR-850 bumper codes, the general's plaque and the Fifth Army insignia.



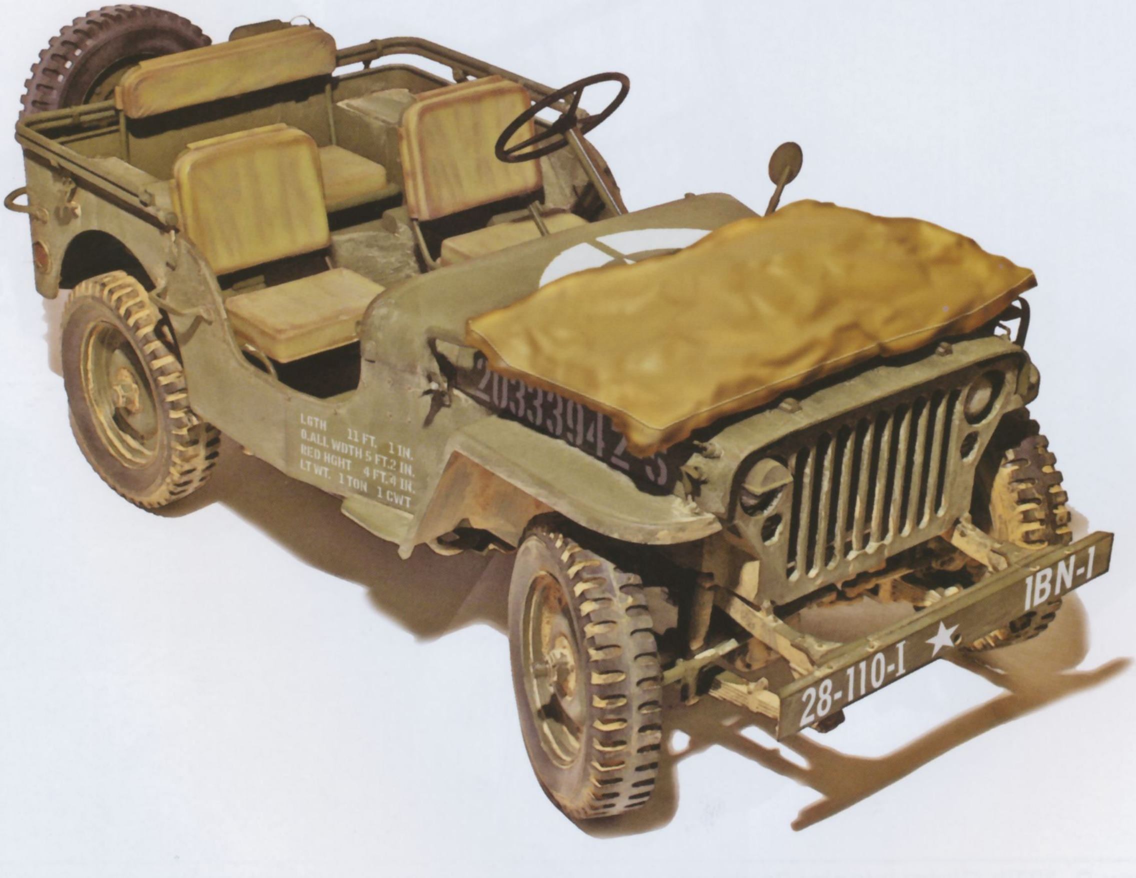
Jeep, 307th Airborne Medical Battalion, 82nd Airborne Division, Normandy, June 1944

The medics' jeeps in the airborne divisions usually had austere markings consisting of the usual AR-850 bumper codes, the usual Normandy-period shipping markings on the right passenger side, and appropriate Red Cross markings including a flag and a Red Cross painted on the canvas windshield cover.



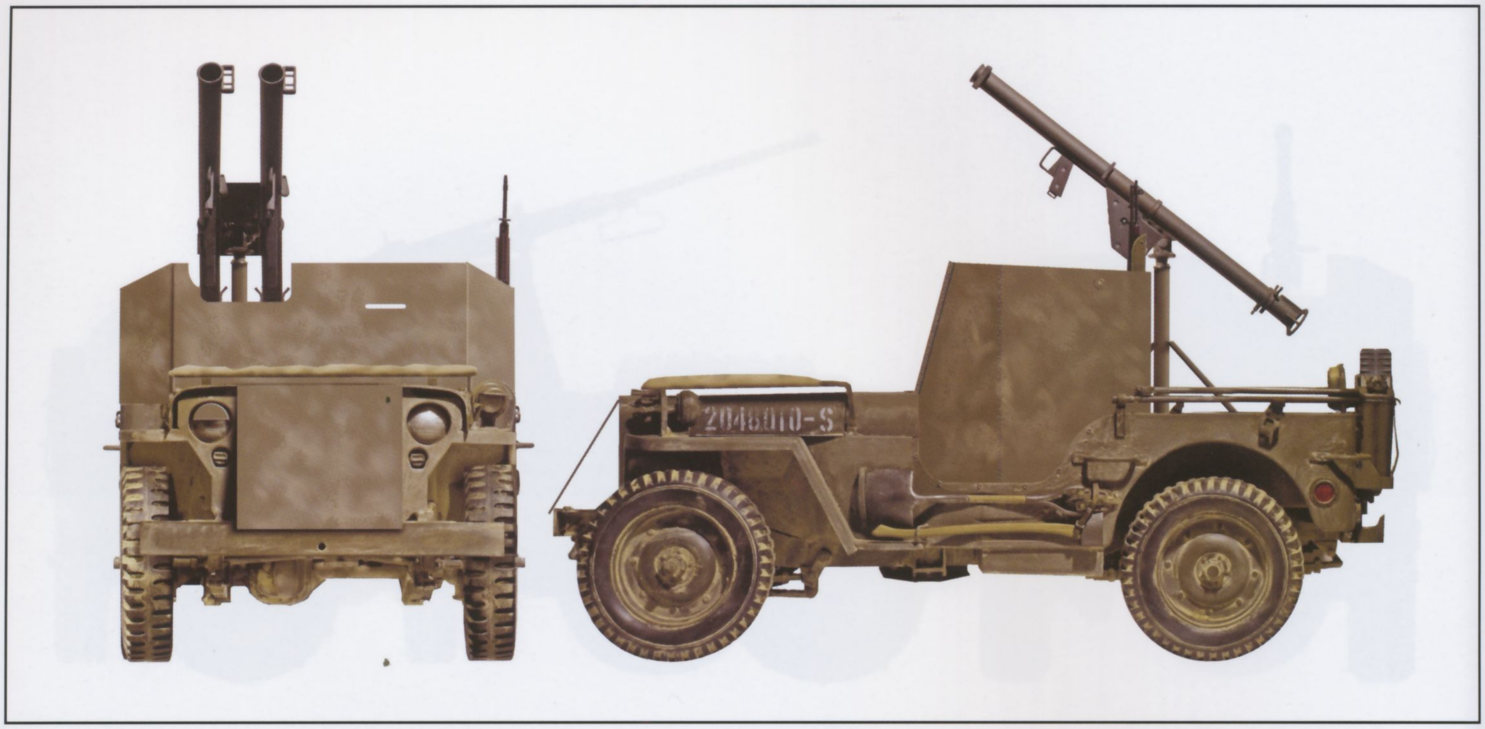
Jeep, 82nd Airborne Division, Ardennes, December 1944

The markings on 82nd Airborne Division jeeps became less elaborate as the war wore on. These armored recon jeeps usually carried AR-850 bumper codes, but they were so often covered with mud that details are lacking. Otherwise the markings were rudimentary.

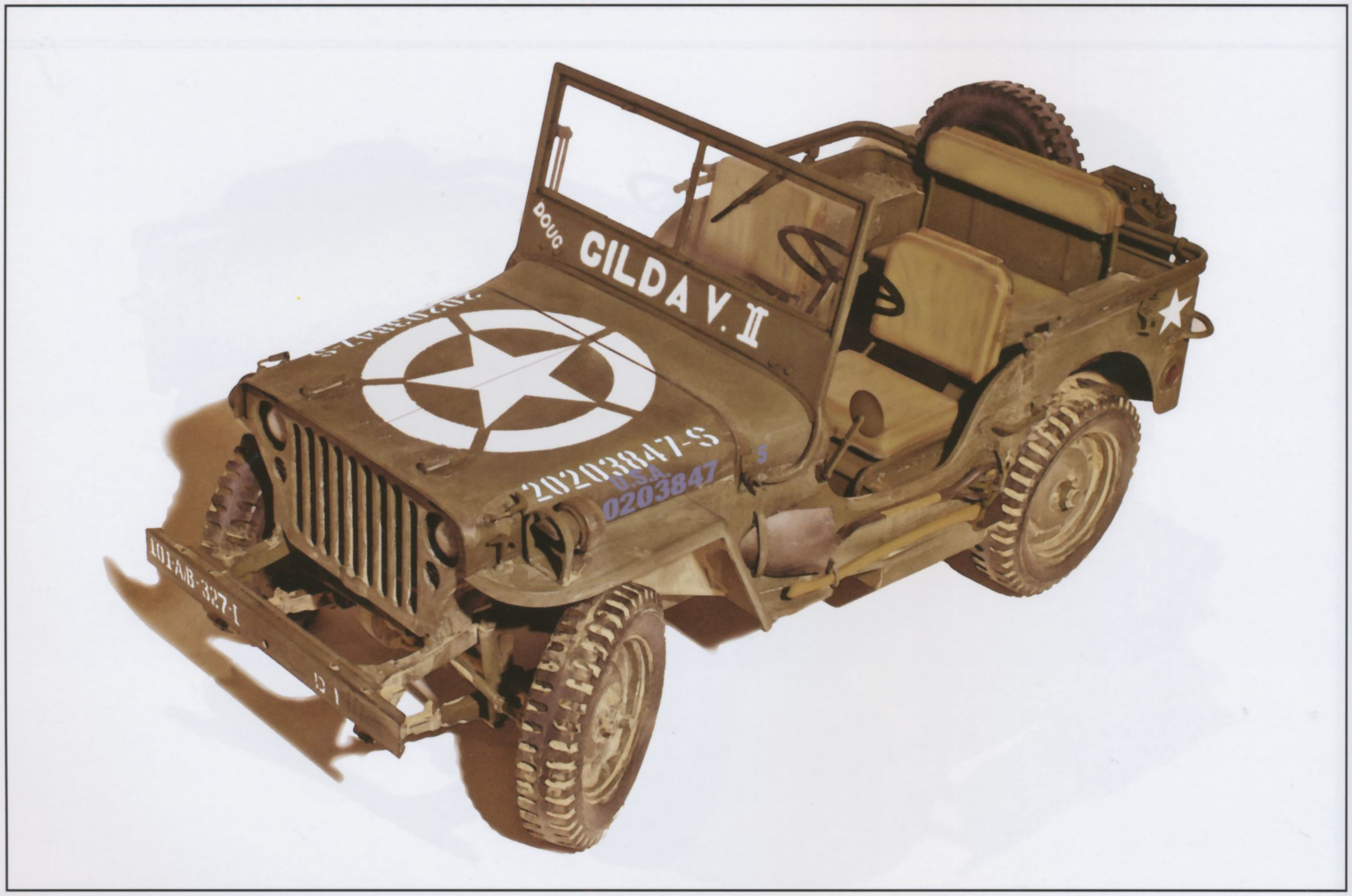


Jeep, 1st Battalion, 110th Infantry Regiment, 28th Division, France, August 1944

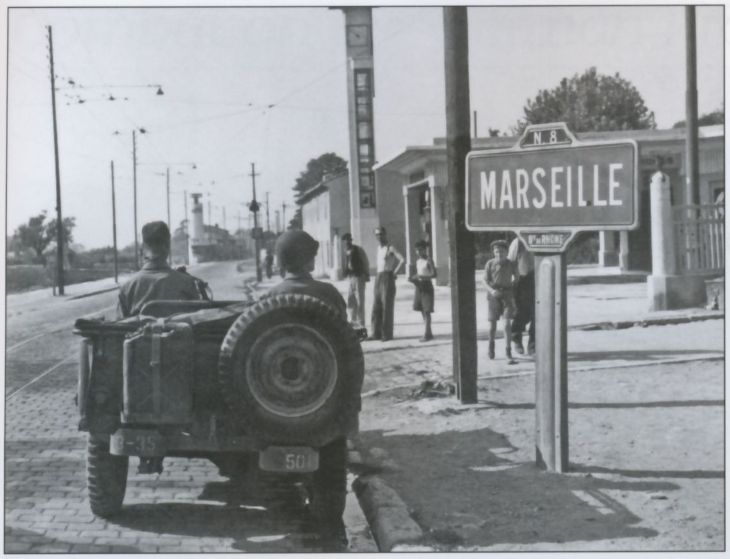
This provides a typical example of jeep markings during the summer 1944 campaign and afterwards. The ETOUSA-POM markings had never been very popular as a means of vehicle marking as they were too difficult to decipher. As a result, the AR-850 bumper codes became the predominant type of unit marking by the late summer of 1944 until the end of the war. This jeep still has the shipping markings on the right side and the Op Memo 20 Allied Air ID Star.



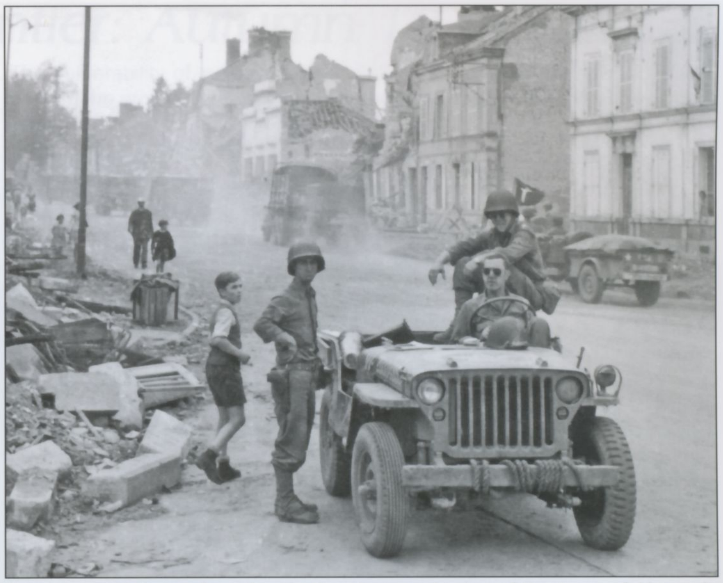
Jeep, 60th Infantry Regiment, 9th Division, Ardennes, January 1945
This armored bazooka jeep may have had AR-850 bumper codes, but they are not evident in photos. The vehicle markings are otherwise almost completely absent except for the usual registration number painted on the hood side in white.



Jeep, Company D, 327th Glider Infantry Regiment, 101st Airborne Division, Berchtesgaden, Germany, May 1945
This jeep was used by the 101st Airborne Division for patrolling in Bavaria at the end of the war and so was cleaned up. It carries a full set of standard markings including the AR-850 bumper codes and the Op Memo 20 Allied Air ID star. A vehicle name is painted on the windshield. The jeep still carries its original blue drab registration numbers, but they have been repainted in larger white numbers on the top of the hood. The blue drab numbers were not popular since they were so hard to read, and they were usually over-painted in white even though this did not become authorized until 1945.

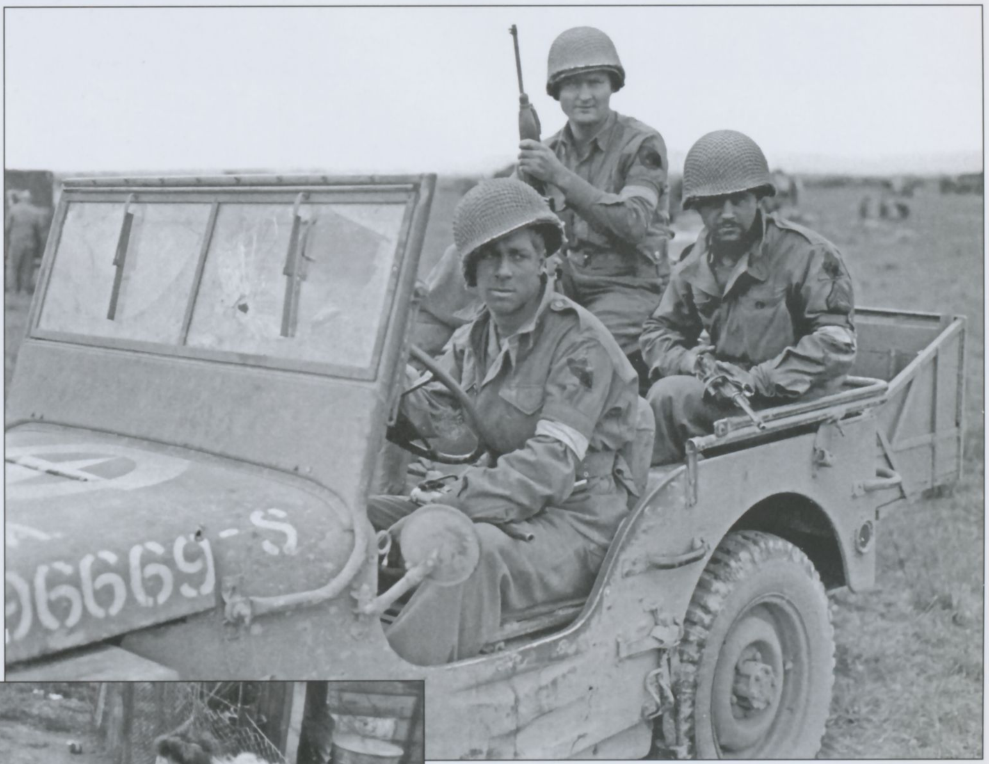


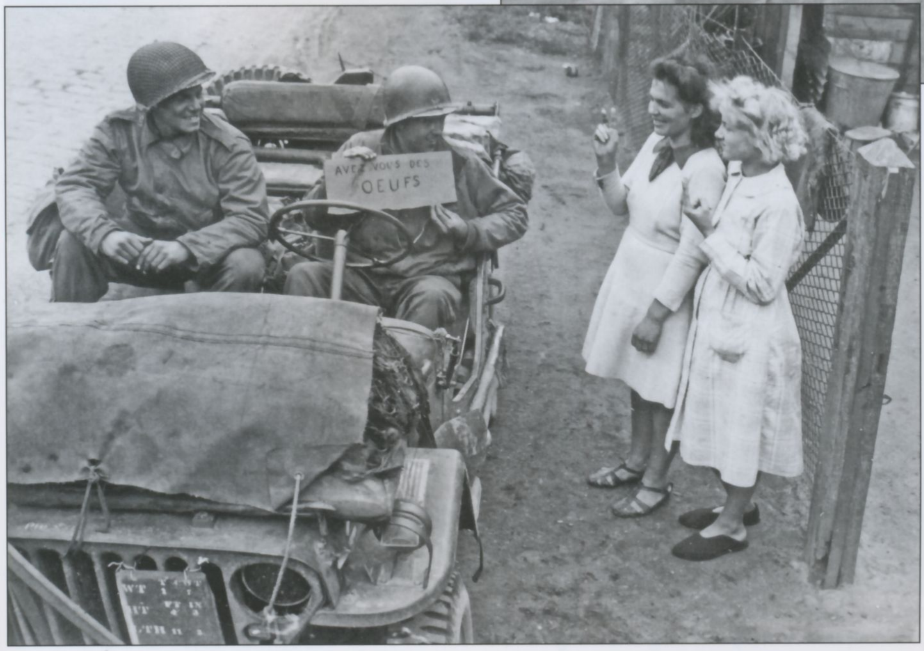
A jeep from the 3rd Service Battalion, 3rd Division stops by a road sign on the outskirts of Marseille in late August 1944 shortly after the city was captured by troops of the French First Army, part of Operation Dragoon.



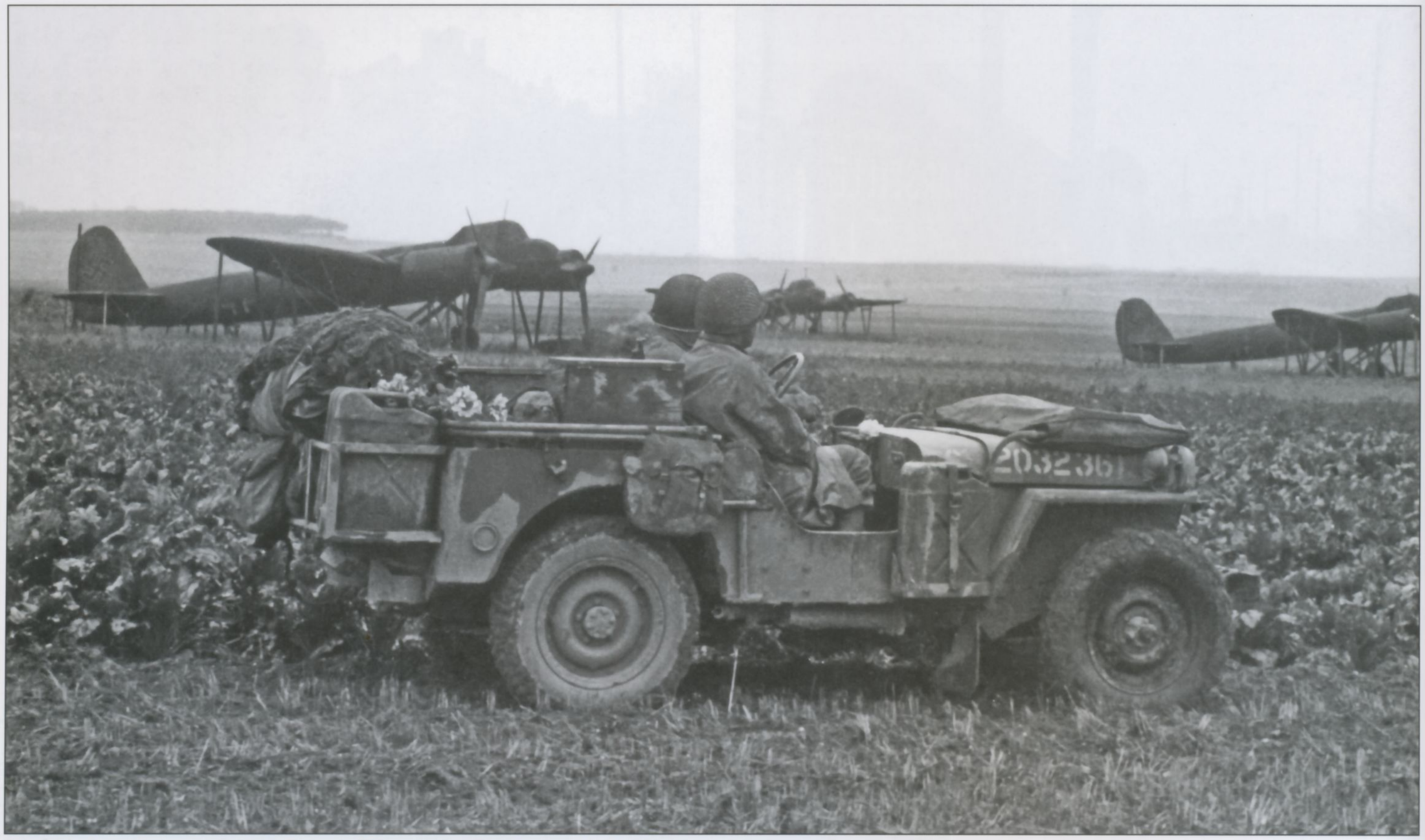
A jeep crew takes a breather in the shattered ruins of the town of Alecon in France in August 1944.

This exhausted messenger patrol of the 3rd Armored Division narrowly escaped capture in an encounter with German panzers during the skirmishing along the Belgian frontier on 31 August 1944. The jeep has an added rear stowage rack.

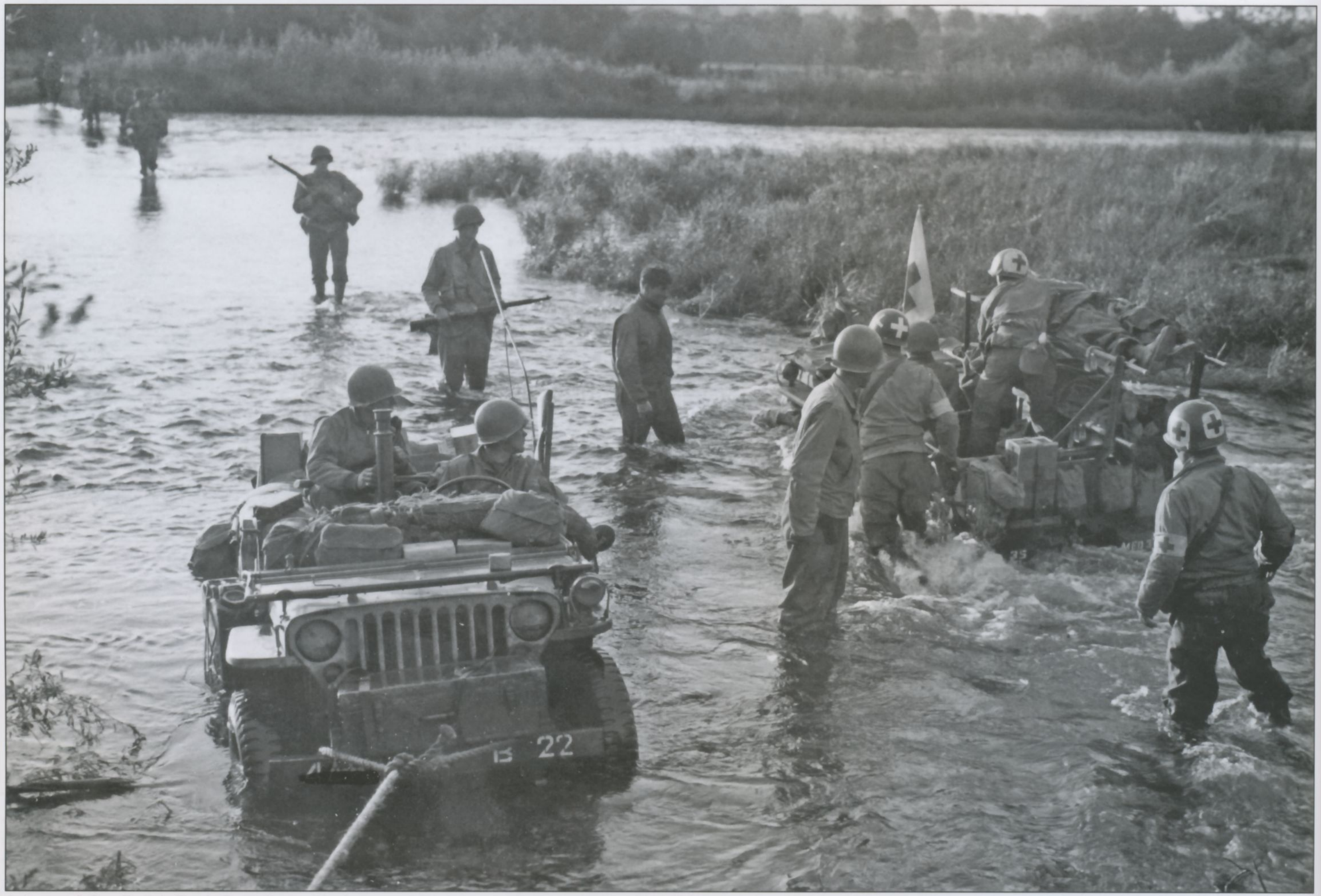




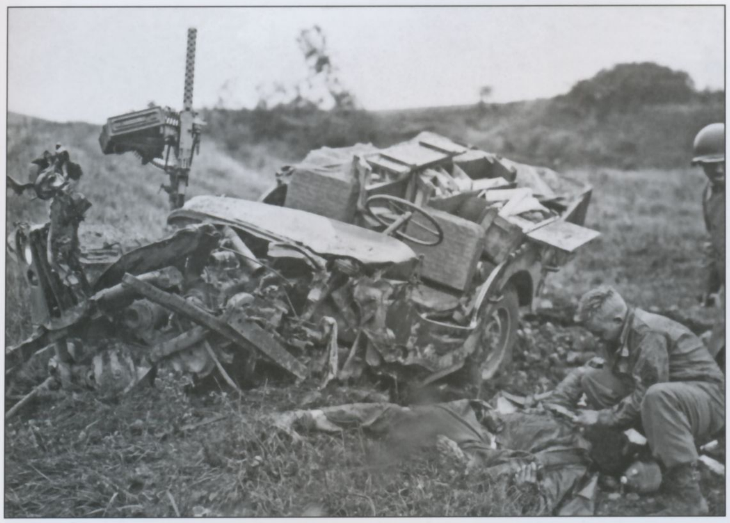
Two GIs in a jeep stop by a farm in Rumegies, France near Lille with a sign asking “Do you have eggs?” on 4 September 1944.



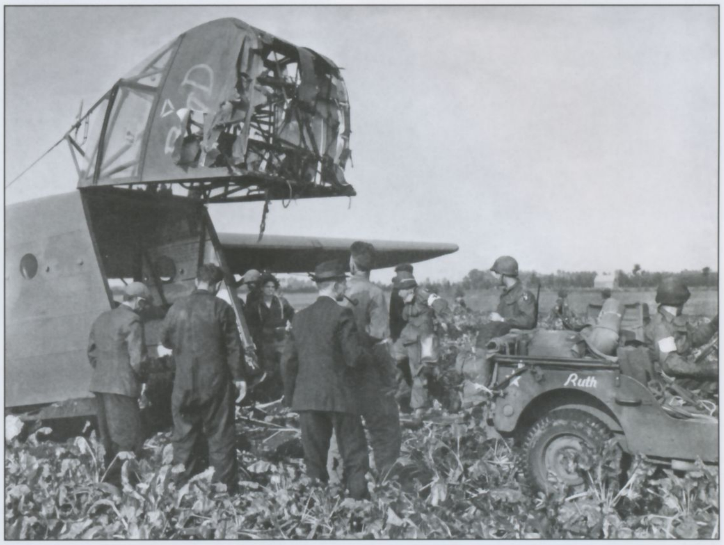
A jeep halts near an airfield in Epinay, France on 2 September 1944 filled with dummy Ju-88 bombers.



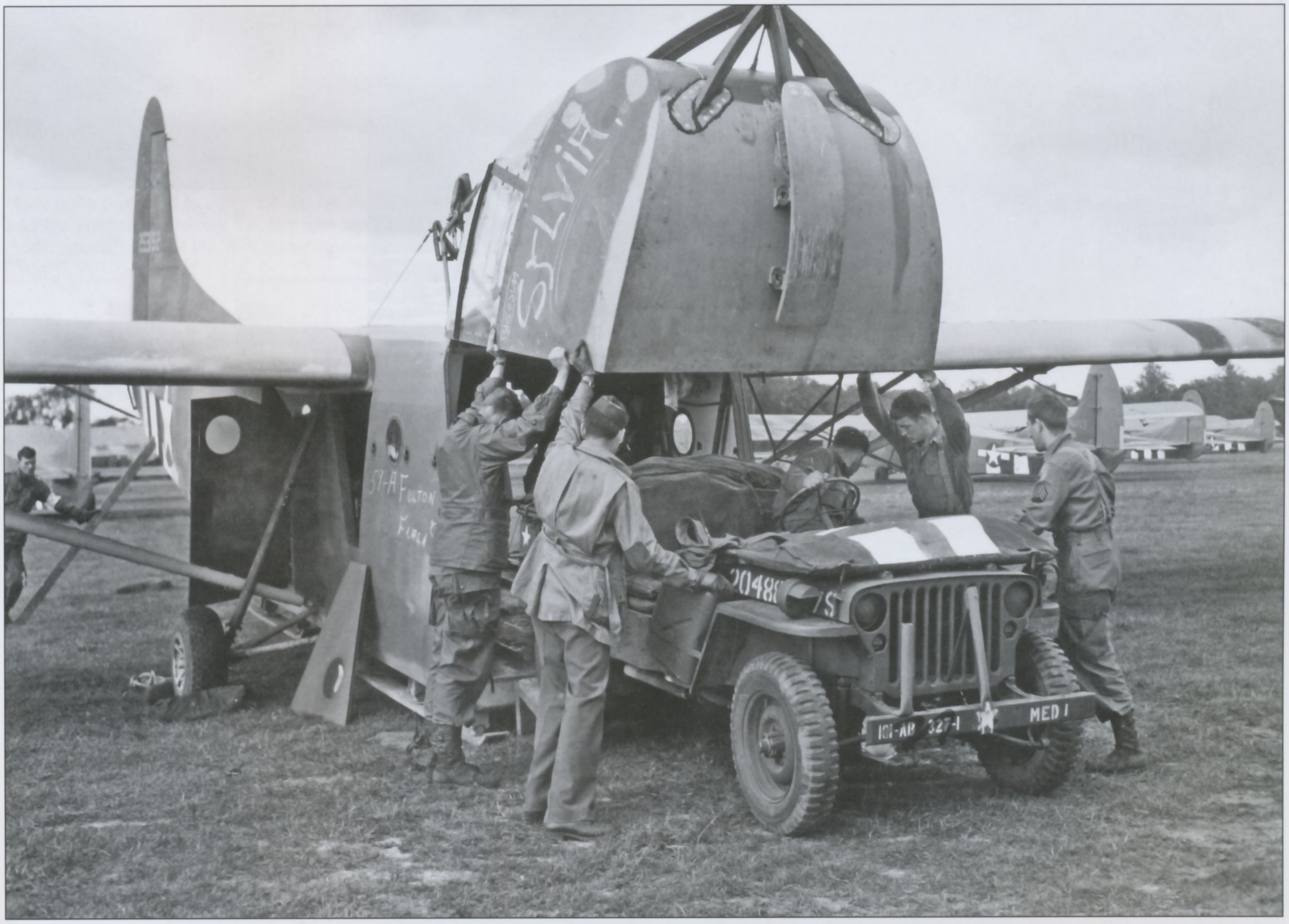
A jeep of Co. B, 8th Tank Battalion, 4th Armored Division gets towed out of the Moselle river in Lorraine on 12 September 1944 as a medic jeep passes by in the other direction.



The vulnerability of jeeps to mines is all too evident in this view of a medic tending the driver of a jeep that has struck a mine near Metz on 8 September 1944.

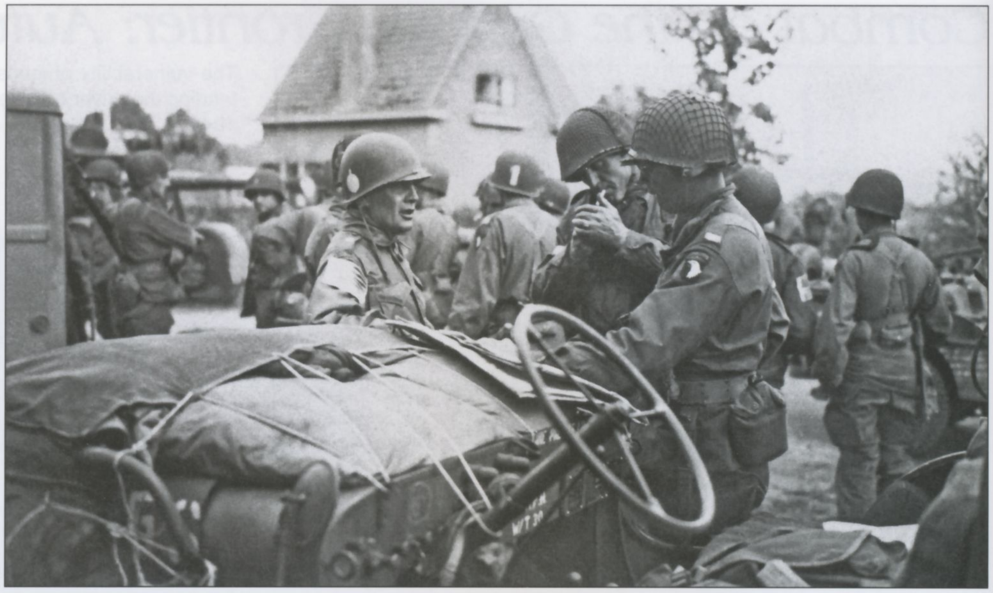


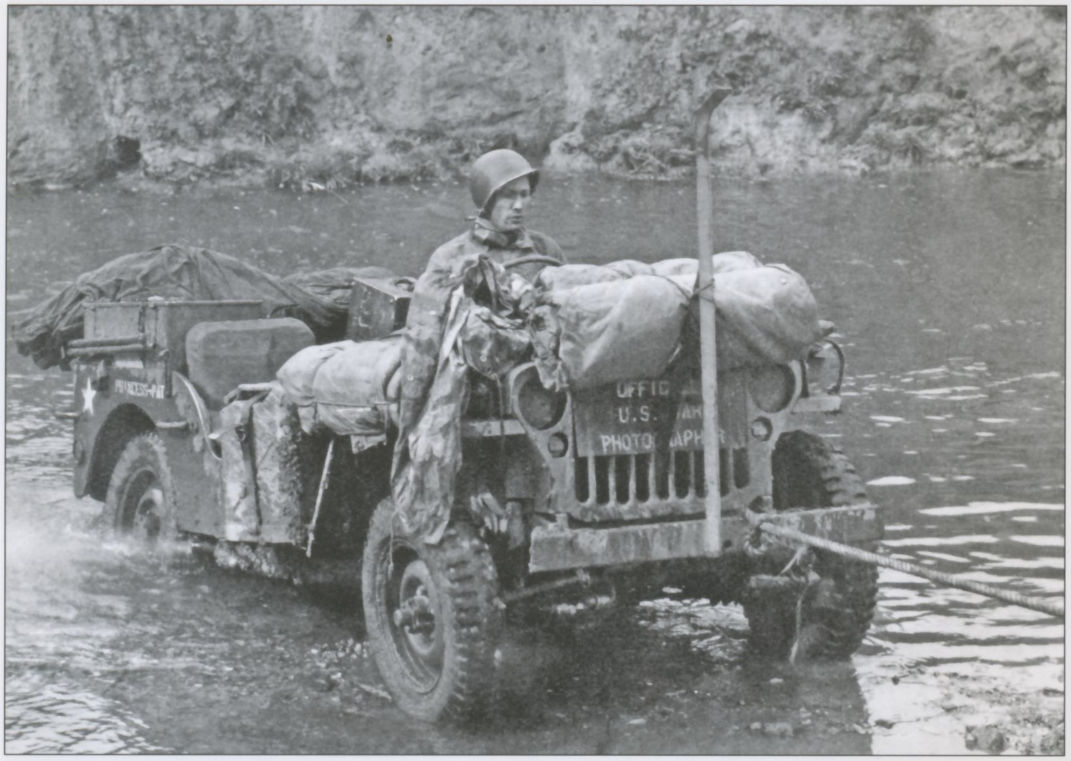
A CG-4A glider unloads a jeep named "Ruth". This CG-4A was from from Serial A-47 of the 434th Troop Carrier Group and has lost much of fabric from its nose after having landed at Landing Zone W during Operation Market.



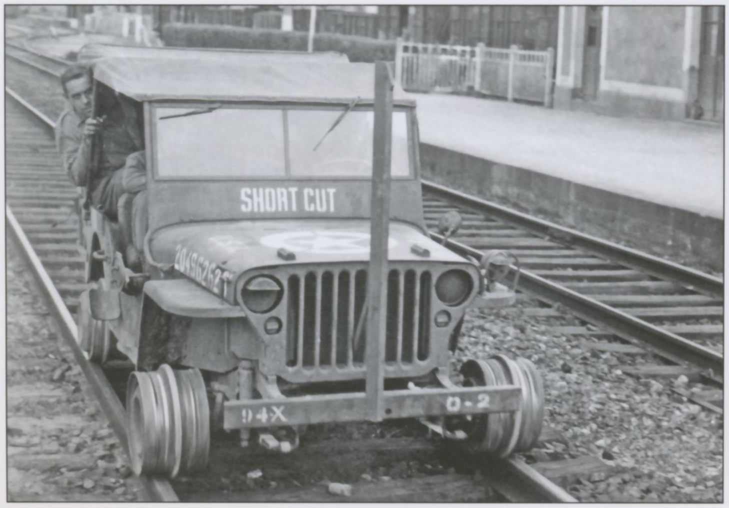
This is a medical jeep of the 327th Glider Infantry, 101st Airborne Division being loaded aboard a CG-4A of the 434th Troop Carrier Group on 17 September 1944, part of the two glider serials conducted on the first day of Operation Market from Aldermaston to the Netherlands. The prong fitted on the glider nose is a Griswold reinforcement added to the nose of CG-4A gliders to give the crew added protection.

Airborne commanders usually had jeeps at their disposal during airborne operations. Brig. Gen. Anthony McAuliffe (left) is better remembered for his command of the 101st Airborne Division at Bastogne, but was the division's artillery commander. He is seen here coordinating the defense of Veghel during Operation Market with Col. Sink (center) of the 506th PIR and Col. Harper (right) of the 327th GIR.




PRINCESS PAT
OFFIC
U.S. ARMY
PHOTOGRAPHER

"Princess Pat", a Signal Corps photographer's jeep, seen here near the German border on 18 September 1944.


SHORT CUT
20456252T
94X
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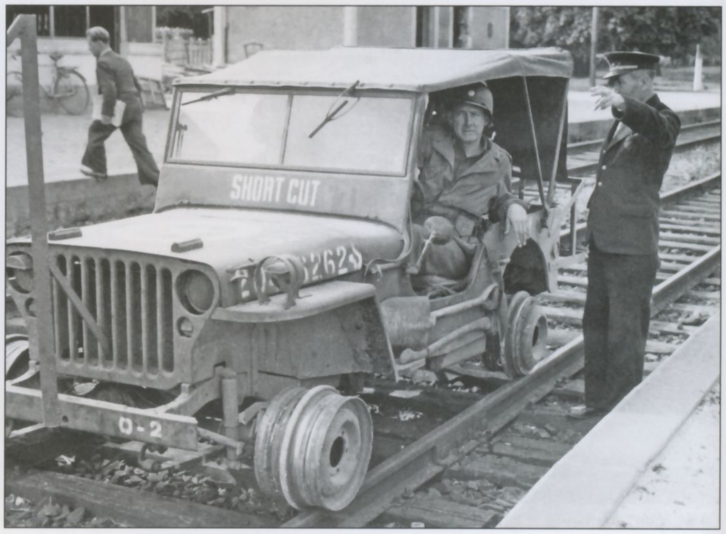
A jeep of the 94th Division nicknamed "Short Cut" has been converted to a railroad trolley by substituting steel wheels.


SHORT CUT
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Another view of the 94th Division rail-trolley "Short Cut".

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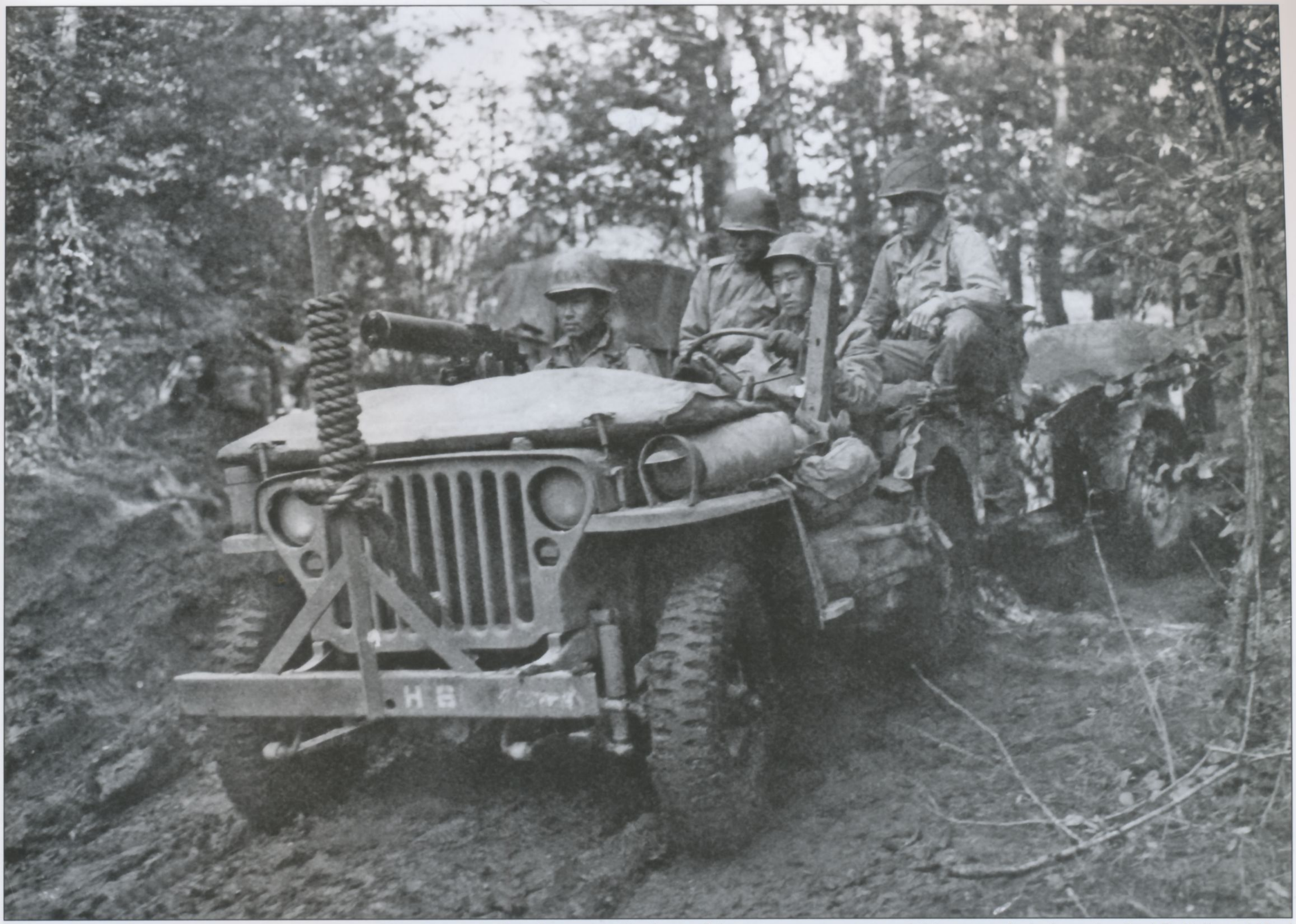
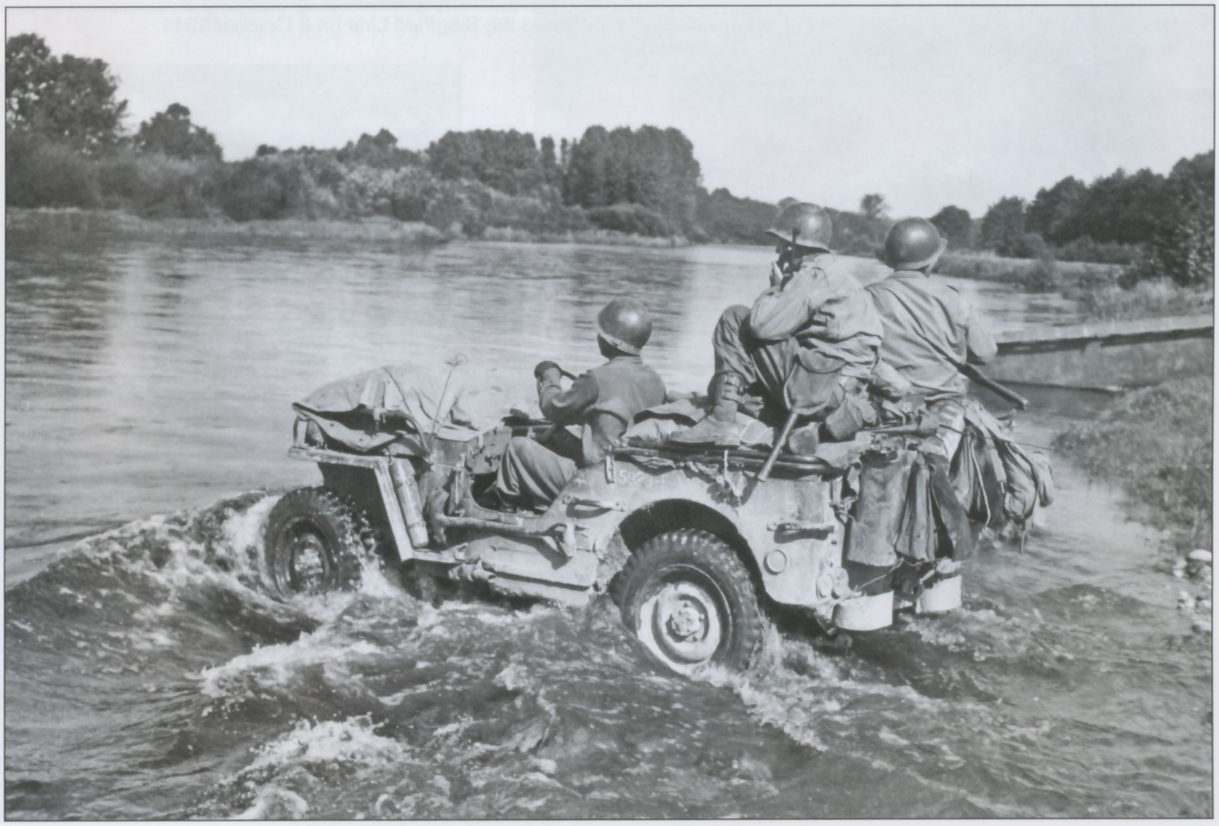
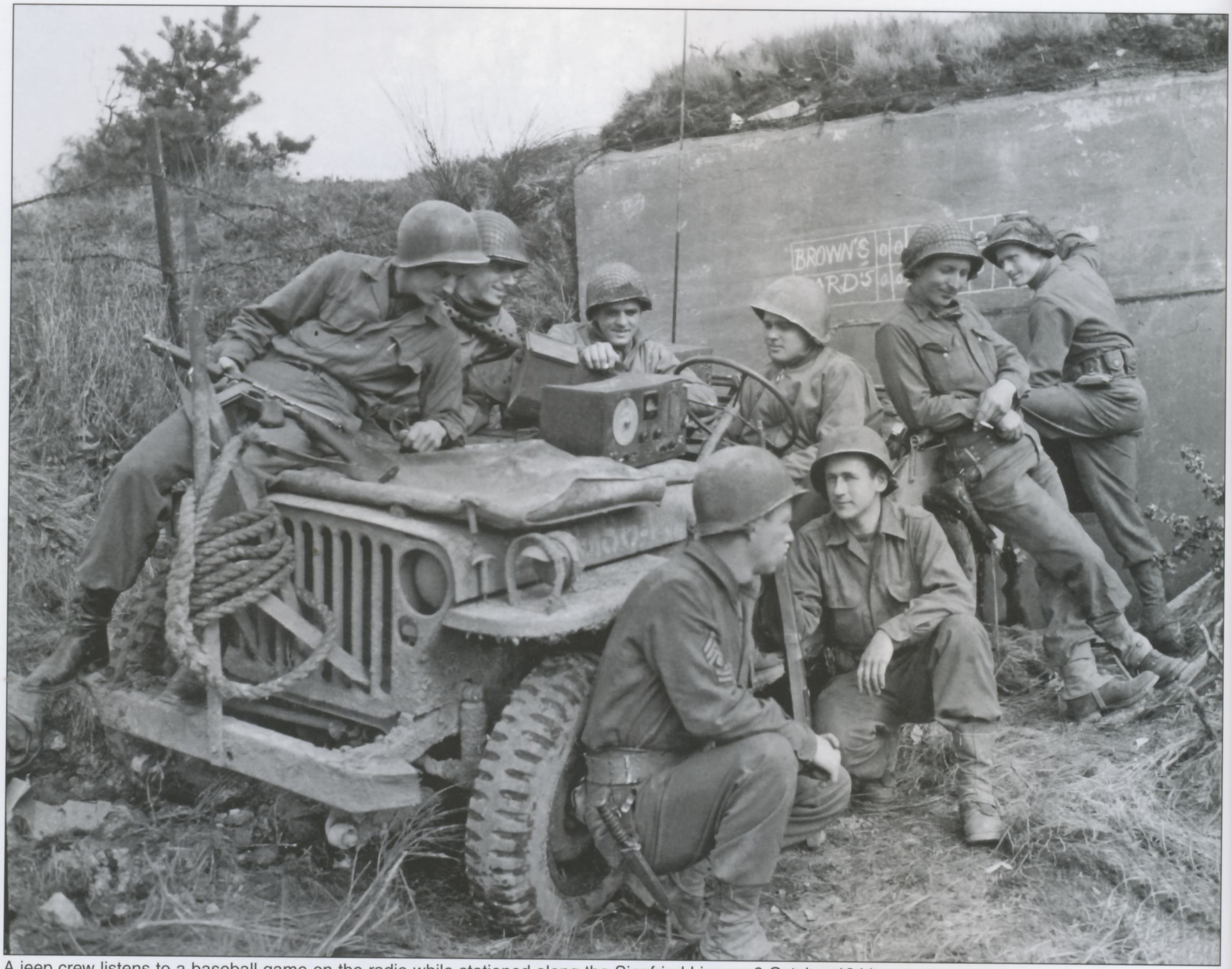


Many units preferred to carry the .30 cal machine gun on a bracket mount in front of the passenger seat and this example is from the 2nd Battalion, 442nd Infantry Regiment (Nisei) the famous Japanese-American unit on 13 October 1944 near Chambois, France. This jeep has some other typical field modifications such as the wire cutter, and an added rifle rack in a vertical position instead of the usual windshield mounting.

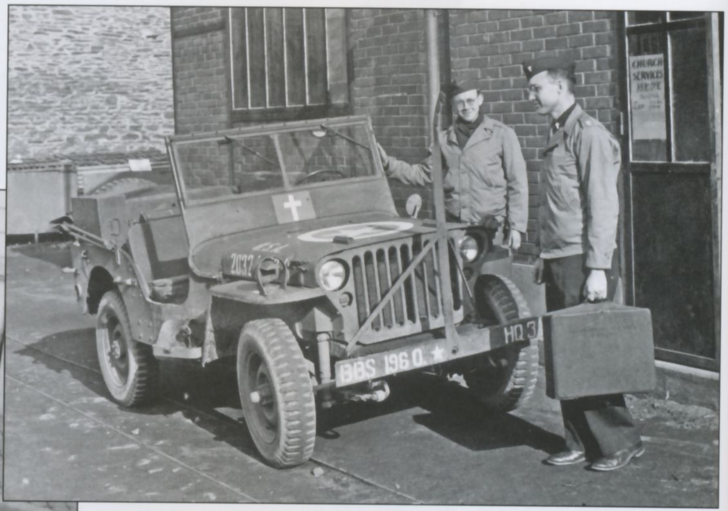


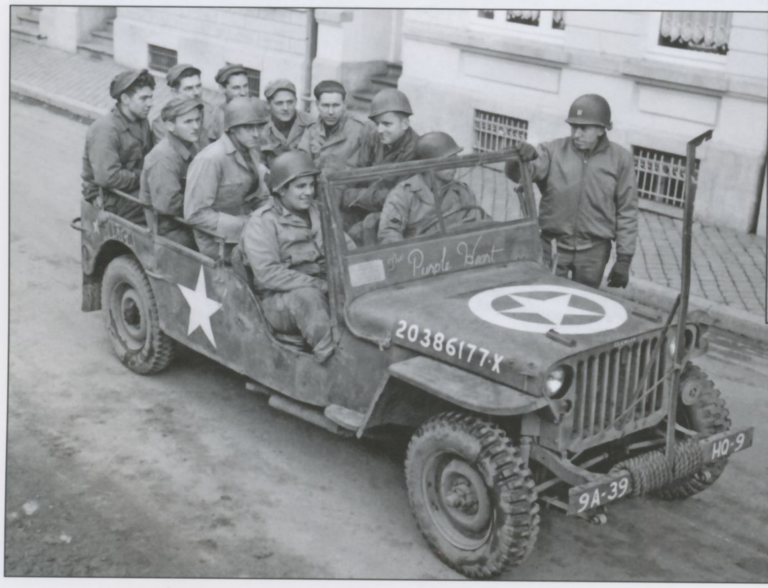
A jeep of the 45th Division crosses a river near Igney during the fighting there in October 1944. It caries its ETOUSA-POM marking on the body side, 5929-F though the color bars are not evident.


BROWN'S
ARD'S

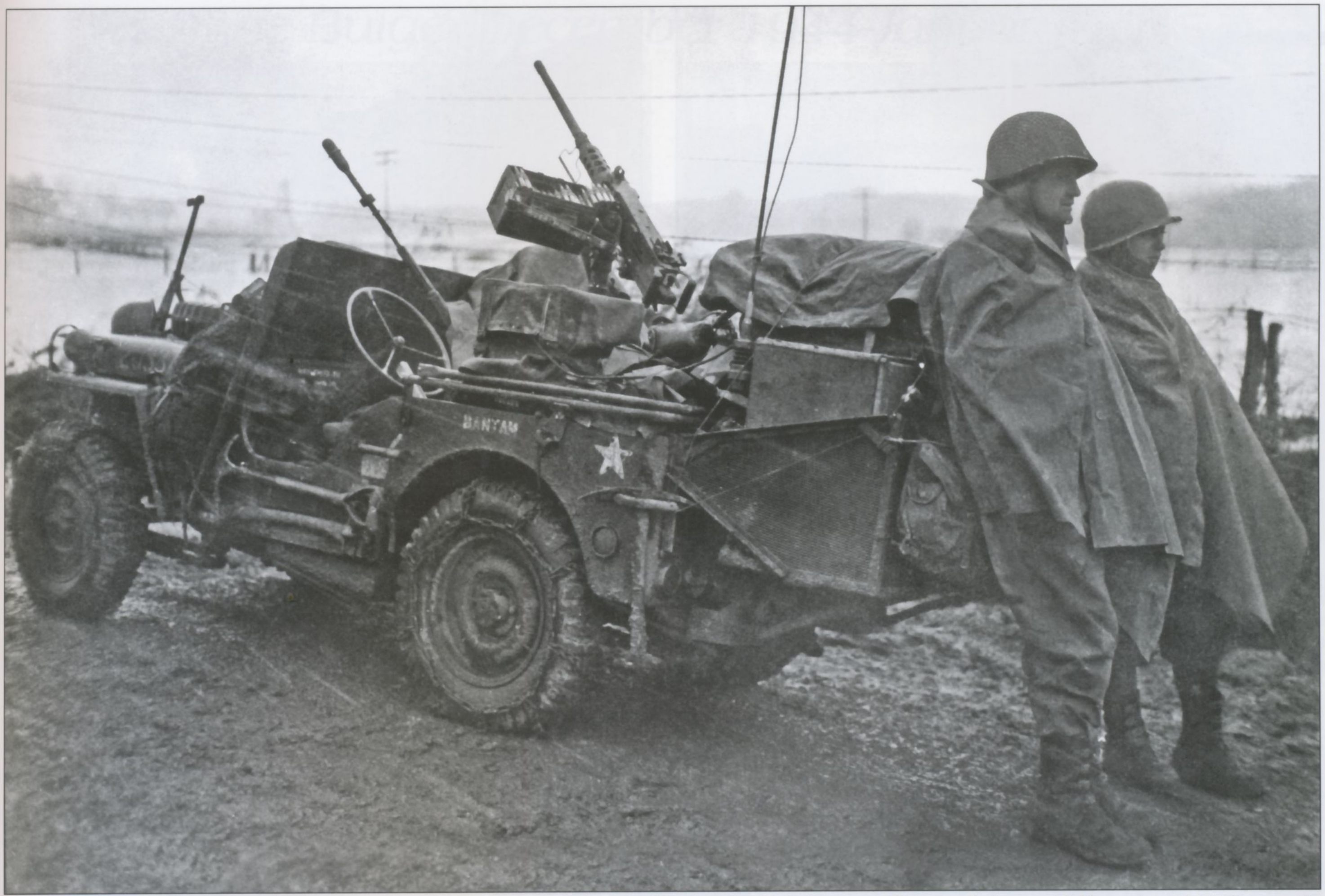
A jeep crew listens to a baseball game on the radio while stationed along the Siegfried Line on 8 October 1944.

Capt. Clark Wood, a Methodist chaplain, rides the church circuit on 6 November 1944.

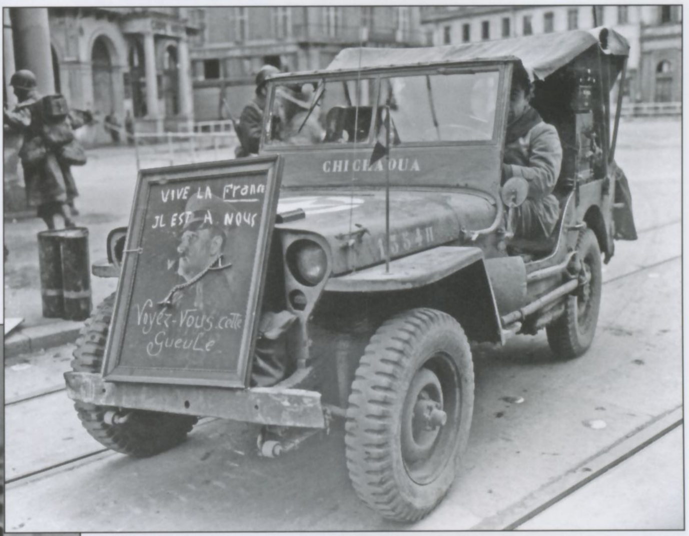

BBS 196 D.
HQ 3


The Purple Heart
20386177-X
HQ-9
9A-39

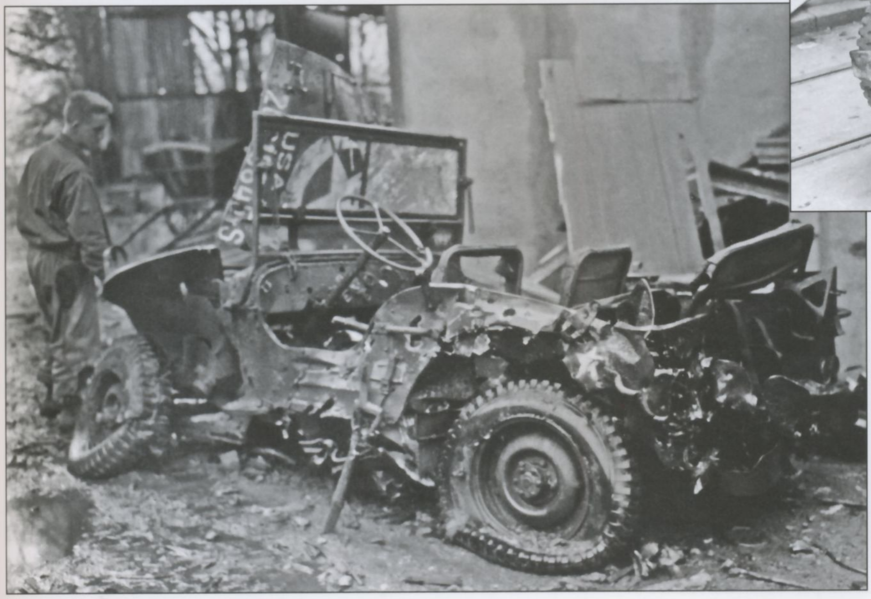
The Ninth Army's 39th Signals Construction Battalion created an extended jeep nicknamed "The Purple Heart" for carrying additional troops to work sites as seen here on 16 November 1944.



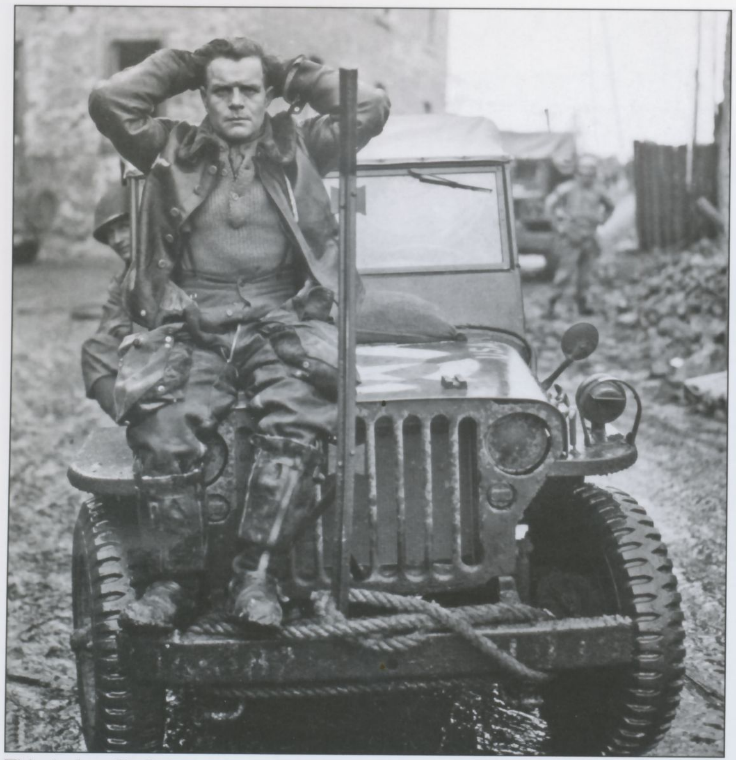
A heavily armed and heavily modified jeep of the Third Army's 34th Signals Construction Battalion near Chateau Salins on 15 November 1944. These units were responsible for laying communication line near the front lines, and so were well armed for their tasks.


CHICHAOUA
VIVE LA Franc
IL EST A NOUS
Voyez-Vous cette Gueule

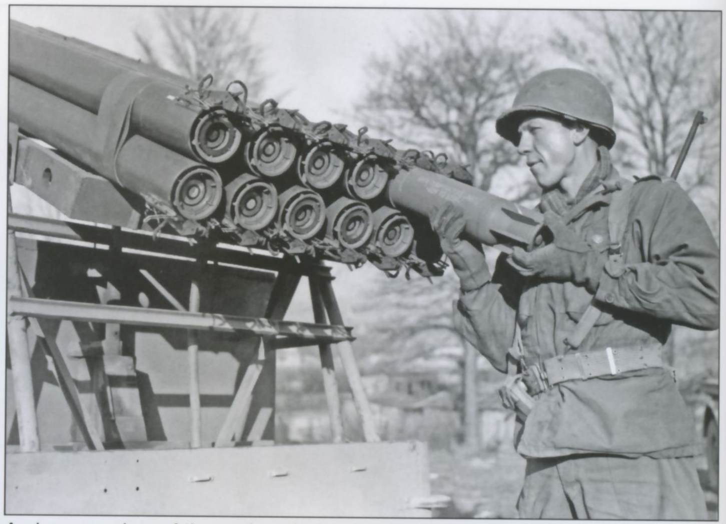
A radio jeep named "Chichaoua" of the First French Army in Mulhouse on 21 November 1944 with a Hitler portrait lashed to the front.



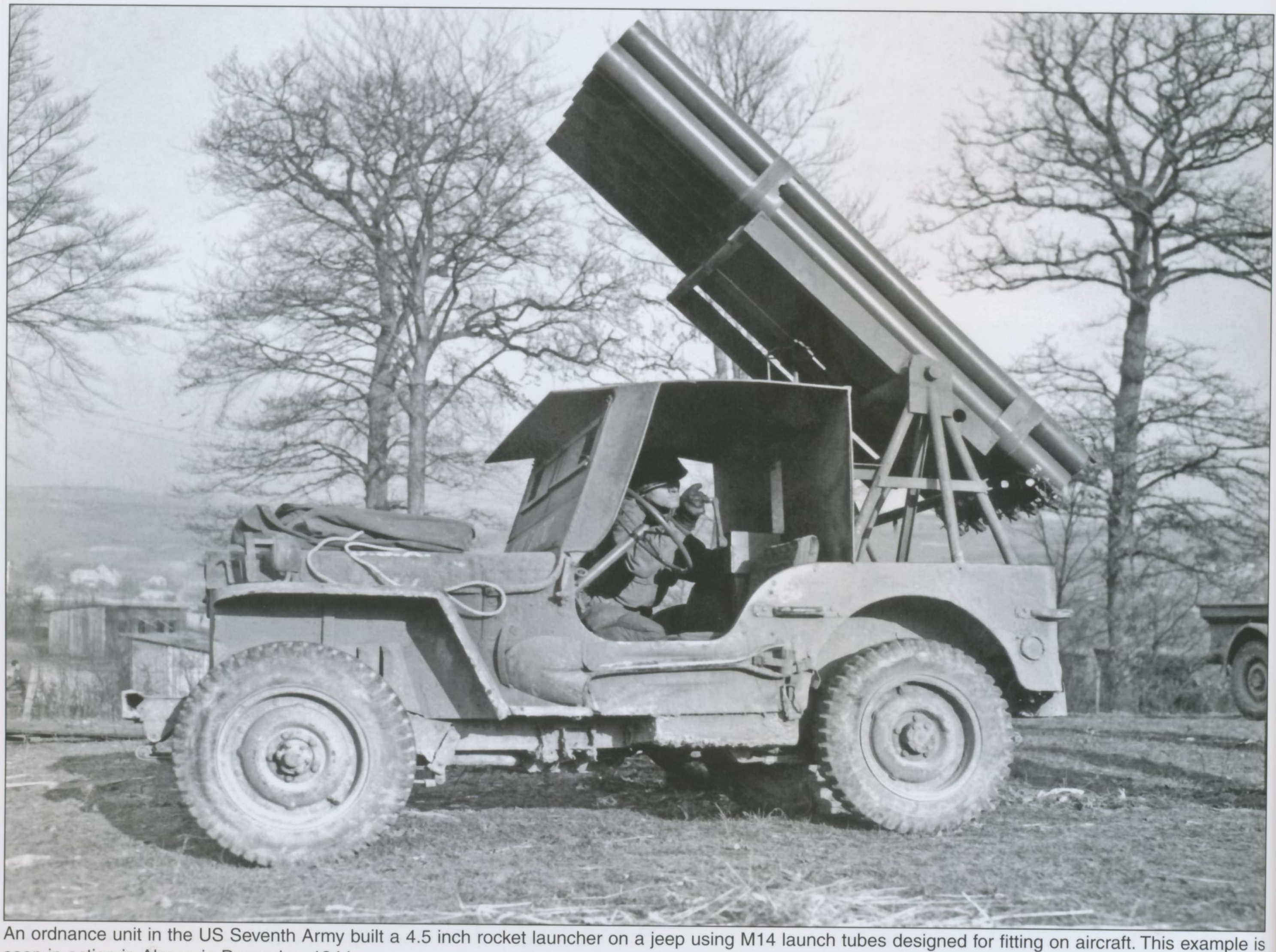
The effects of artillery shrapnel are very evident in the case of this jeep hit in the city of Sarrebourg on 24 November 1944.



This Luftwaffe fighter pilot was shot down while strafing the 115th Infantry, 104th Division in Belgium on 3 December 1944 and is being brought in for interrogation on a jeep.



A close-up view of the rockets being loaded into the jeep launcher.



An ordnance unit in the US Seventh Army built a 4.5 inch rocket launcher on a jeep using M14 launch tubes designed for fitting on aircraft. This example is seen in action in Alsace in December 1944.

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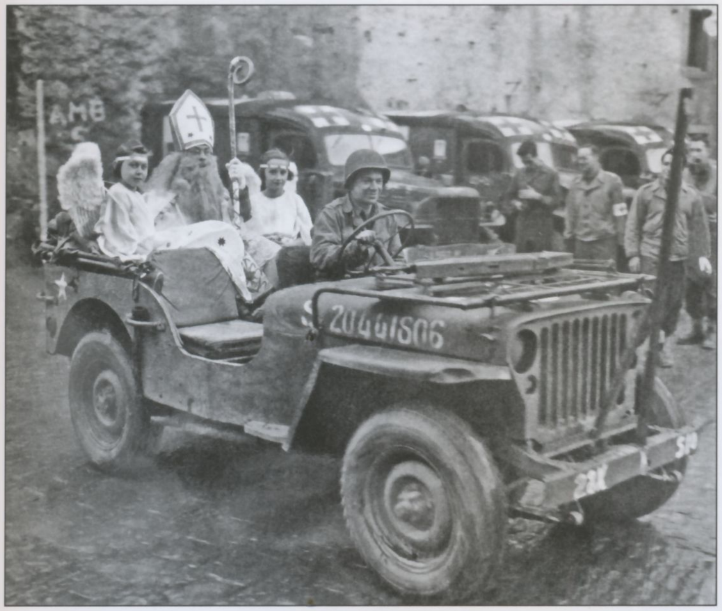
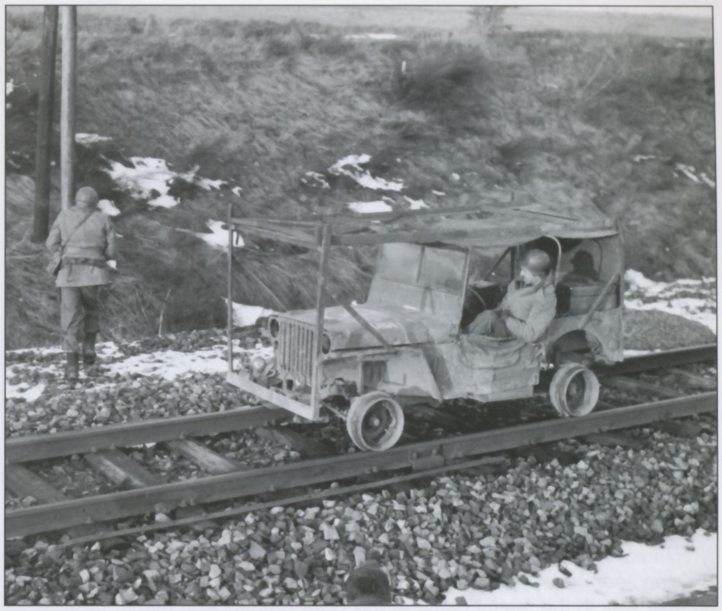
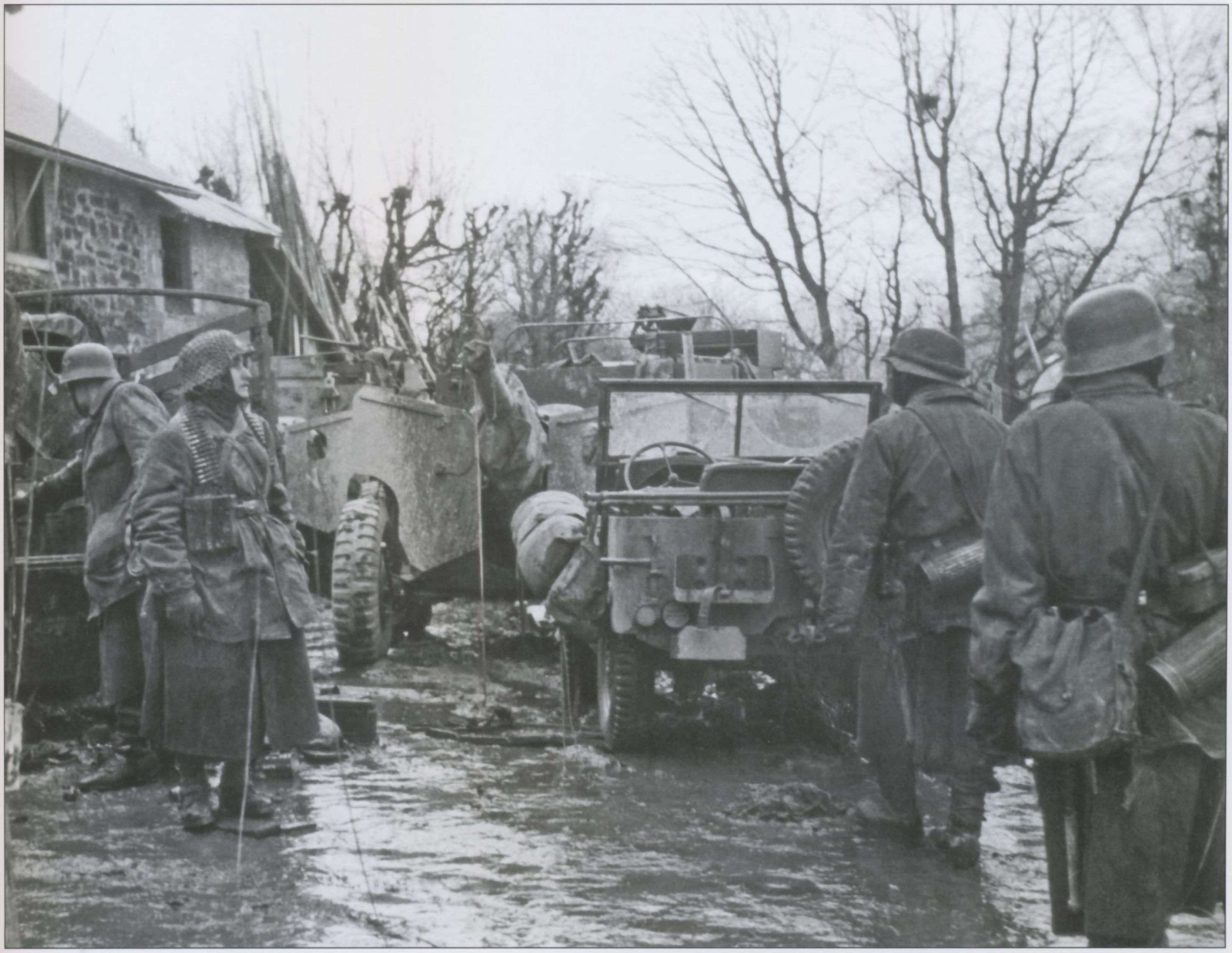


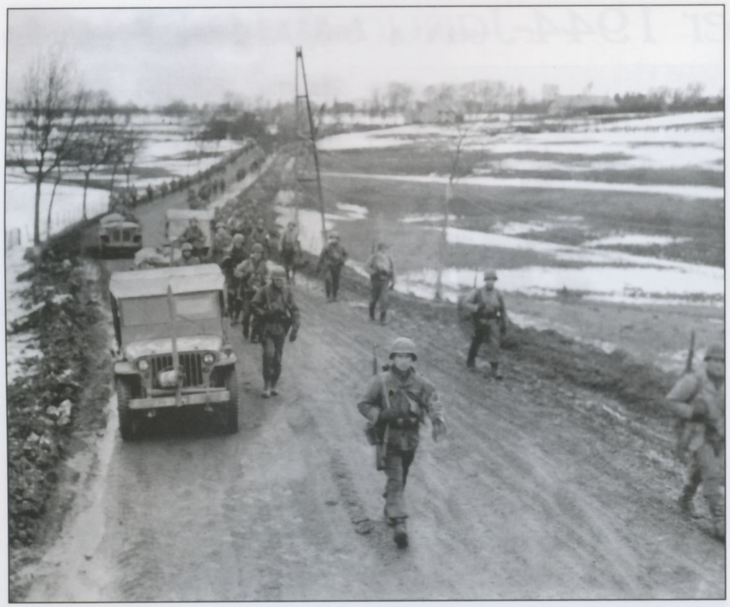
A jeep of the 28th Division carries St. Nicholas for early Christmas festivities in Wiltz, Luxumbourg on 5 December 1944. The 28th Division was recovering from horrific losses in the Hurtgen forest fighting and was hit full force by the German Ardennes offensive on the approaches to Bastogne two weeks later.



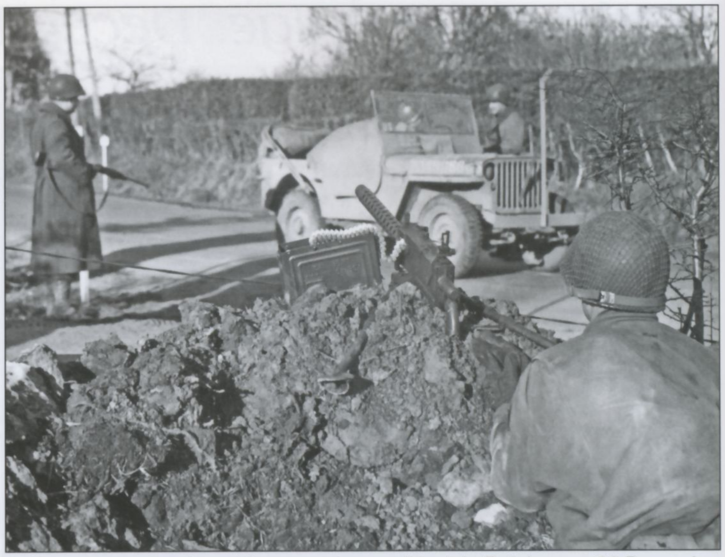
The First Army's 59th Signal Battalion had converted one of its jeeps to ride on railroad tracks in order to lay and repair communication line along the track. It is seen here in operation near Bastogne on 16 December 1944, the day of the start of the German's Ardennes offensive.



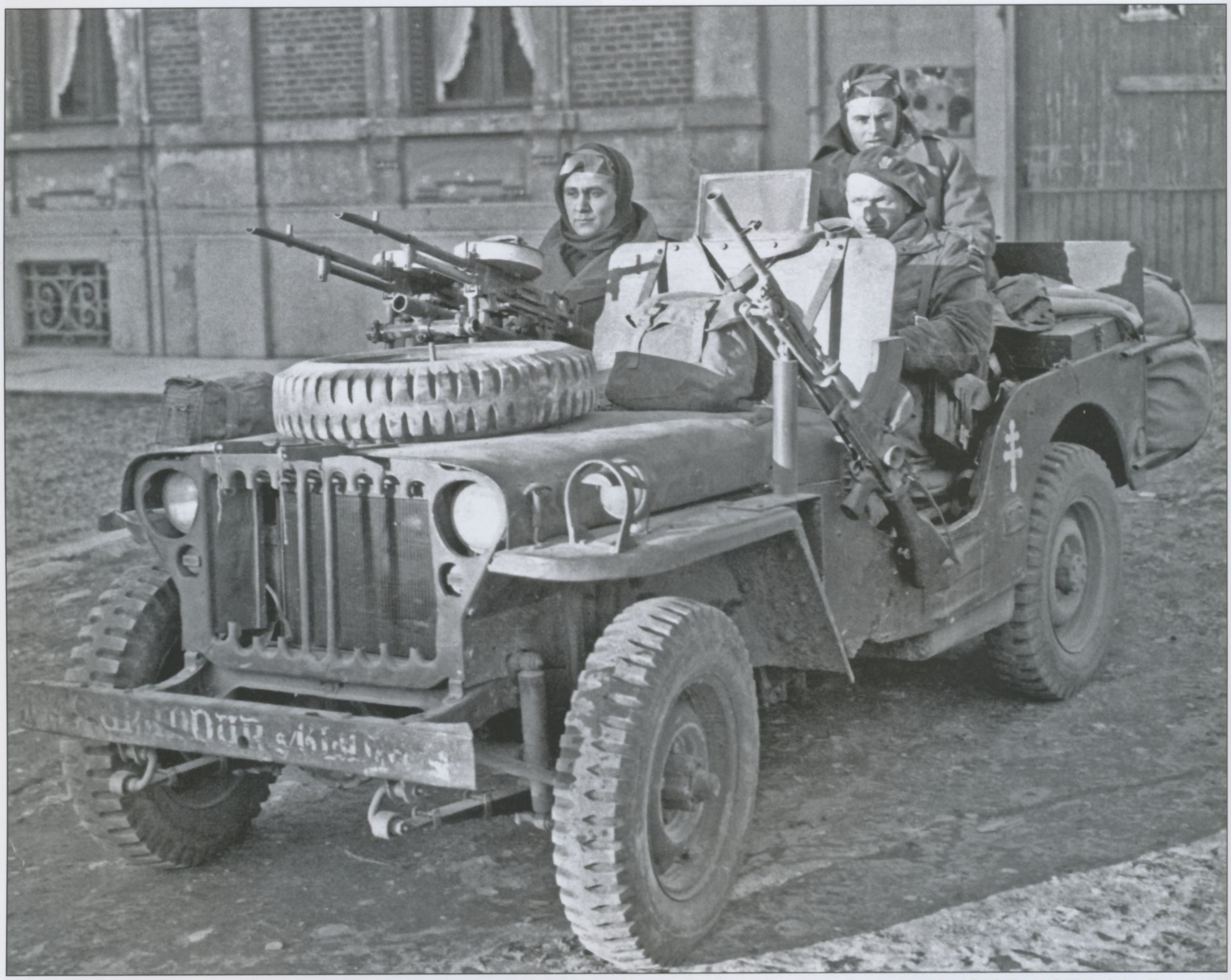
Numerous jeeps were lost in the opening hours of the Ardennes offensive, this one captured by SS troops in Honsfeld on 16 December 1944.



A column of infantry including jeeps from the 26th Infantry, 1st Infantry Division seen here moving down the Bullingen road on 17 December 1944 on their way to the fateful battle at the Dom Butgenbach manor farm which finally halted the attacks of the 12th SS Panzer Division.

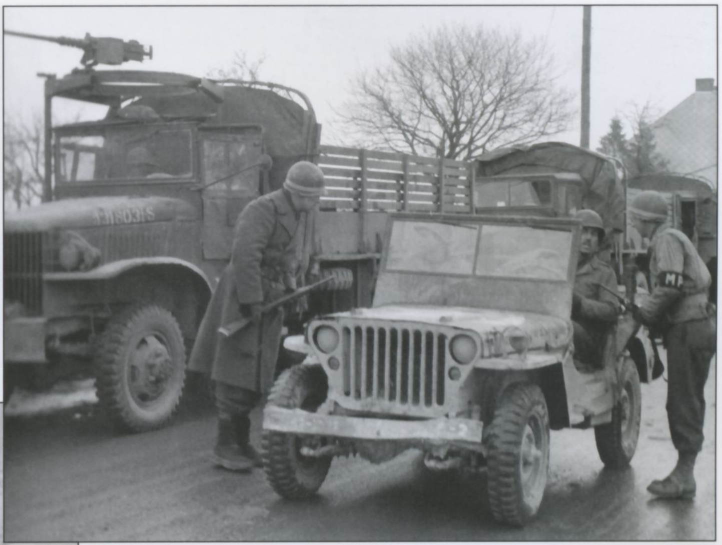


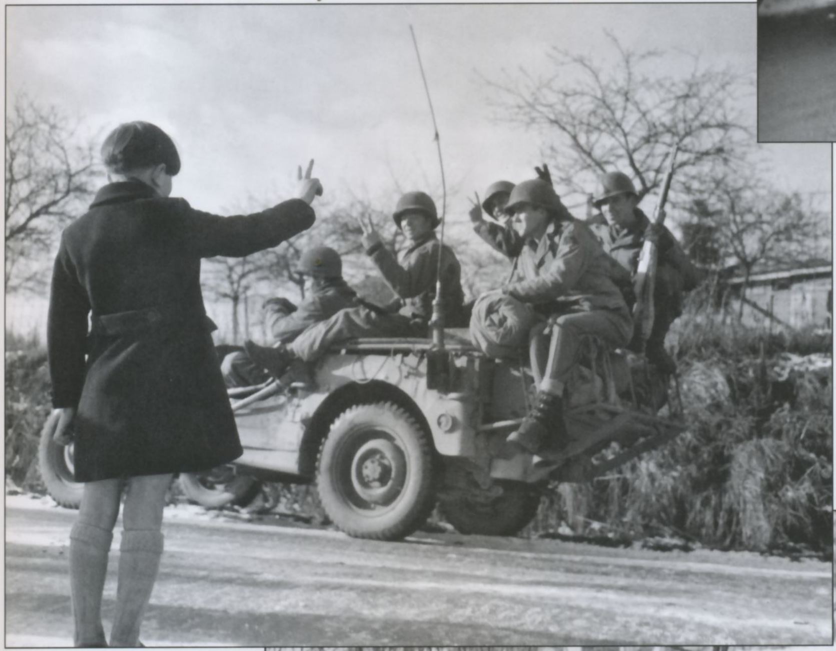
A GI mans a .30 cal machine gun at a roadblock in Belgium on 26 December 1944, a common precaution after German troops showed up in American uniforms in the Malmedy sector. The jeep that has been stopped at the road-block has an improvised weather door.



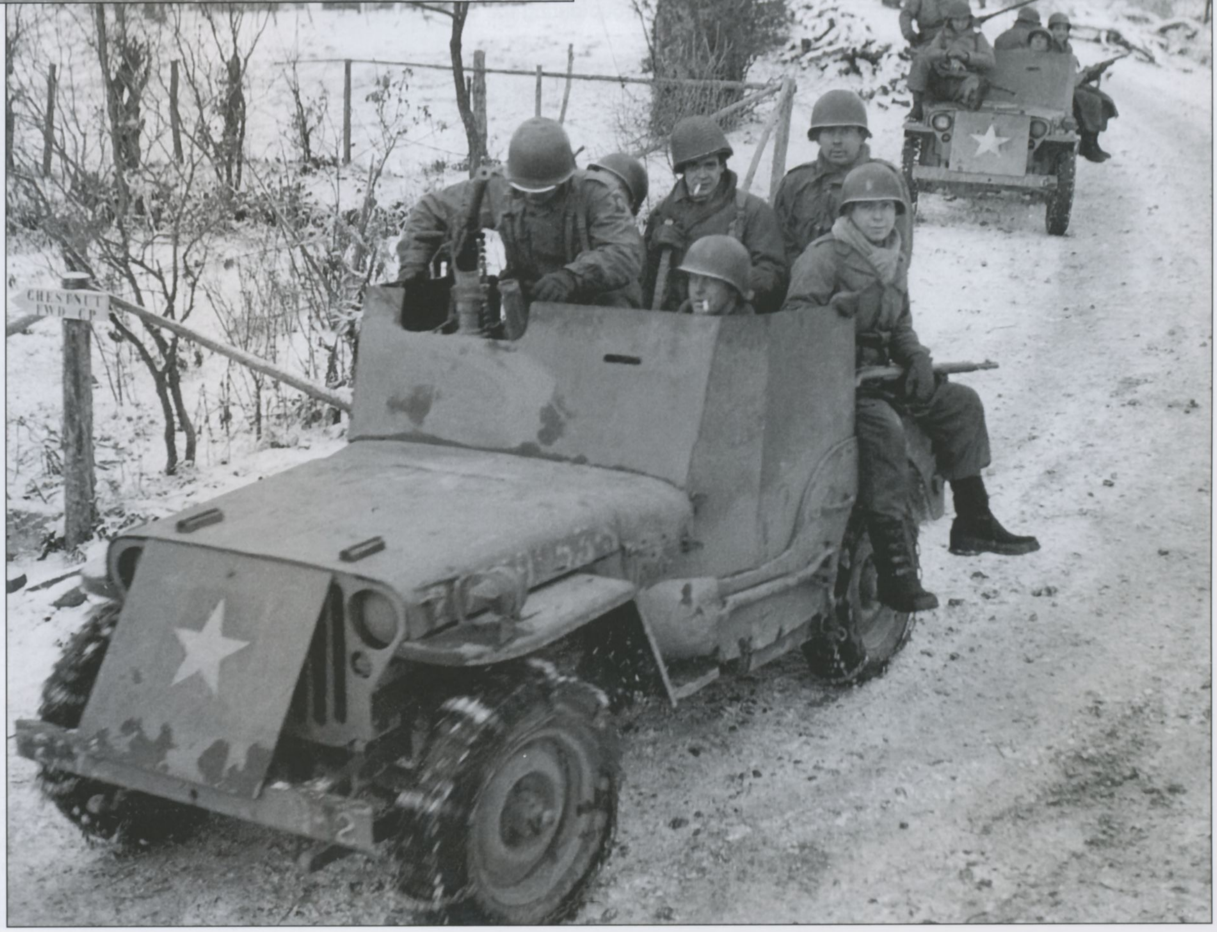
The British Airborne and SAS developed their own standardized machine gun mounts for their recce jeeps evident on this SAS Ford GPW of the French 4th Battalion seen near Florenville, Belgium on 26 December 1944. The armament includes a pair of Vickers K guns on the passenger side and a Bren gun on the driver's side. The driver is protected by armored plate and what appears to be a panel of armored glass.

Military police of the 83rd Division check credentials at a checkpoint in Buissonville, Belgium on 29 December 1944.

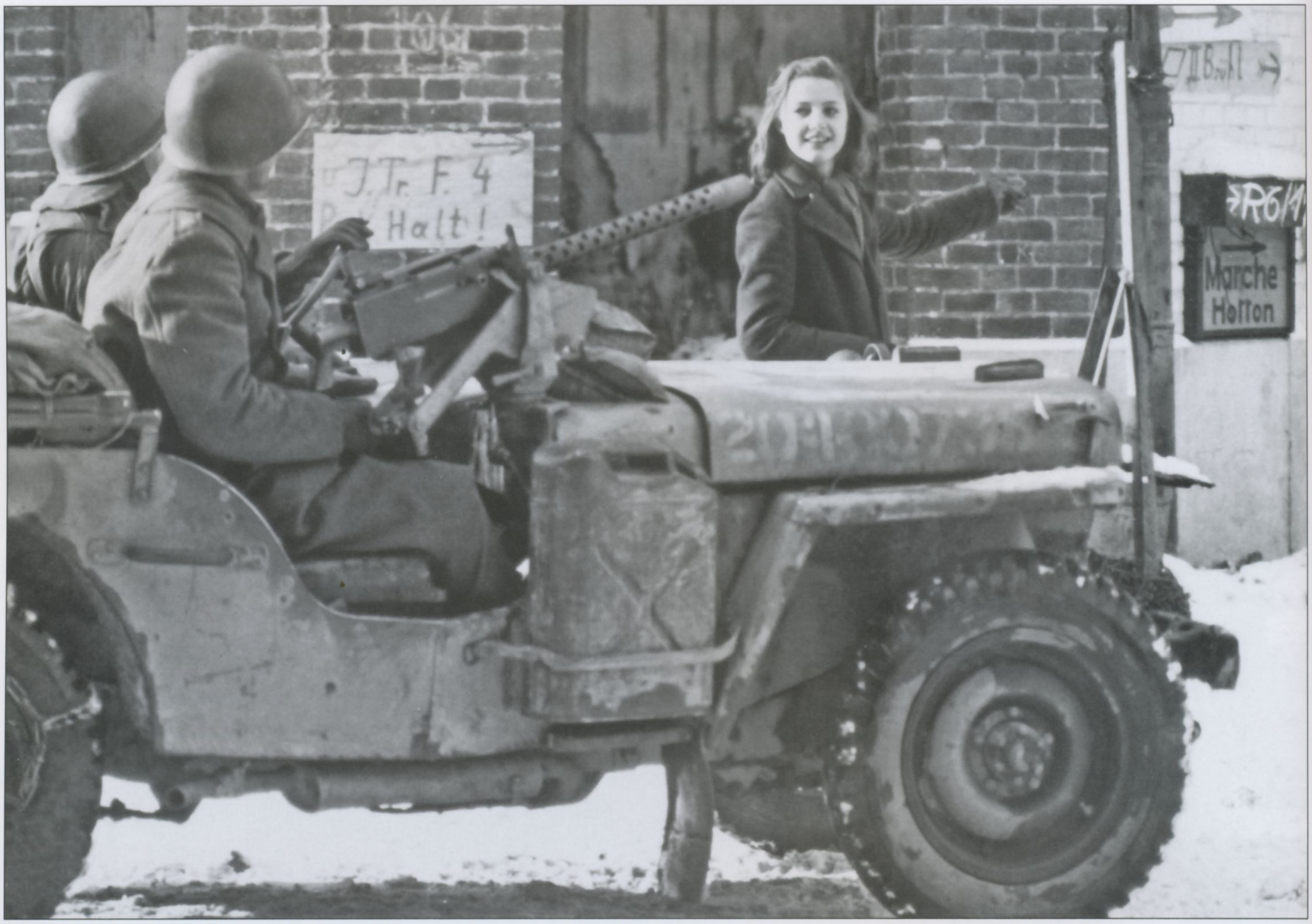




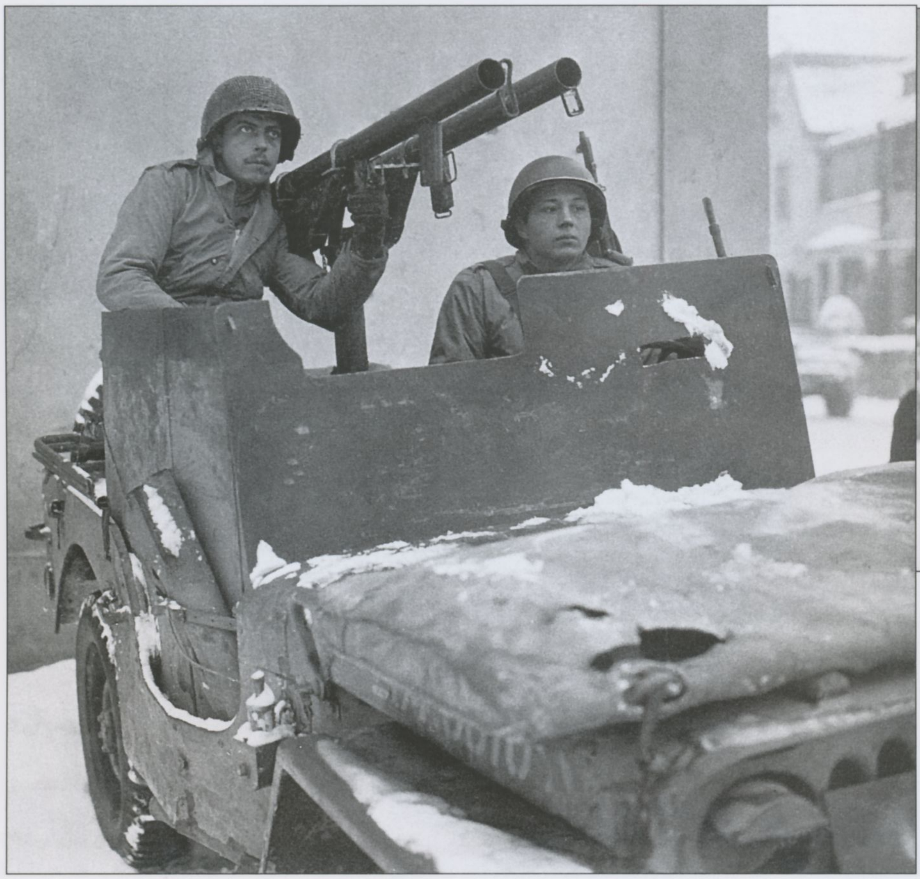
A Belgian boy gives the victory sign to a 3rd Armored Division jeep crew near Havelange, Belgium on New Year's Day, 1945.

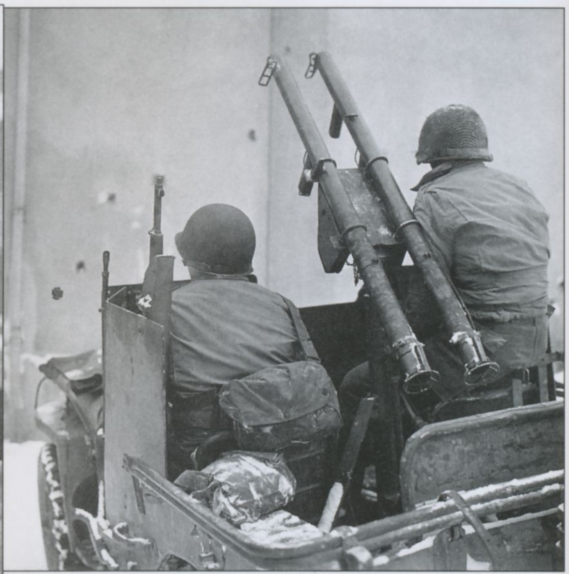


The 82nd Airborne Division developed its own standardized armor kit for its recon jeeps as seen here during the Battle of the Bulge in January 1945.



A Belgian girl points out German road signs to a recon jeep group during the clean-up operations around Hotton on 12 January 1945.

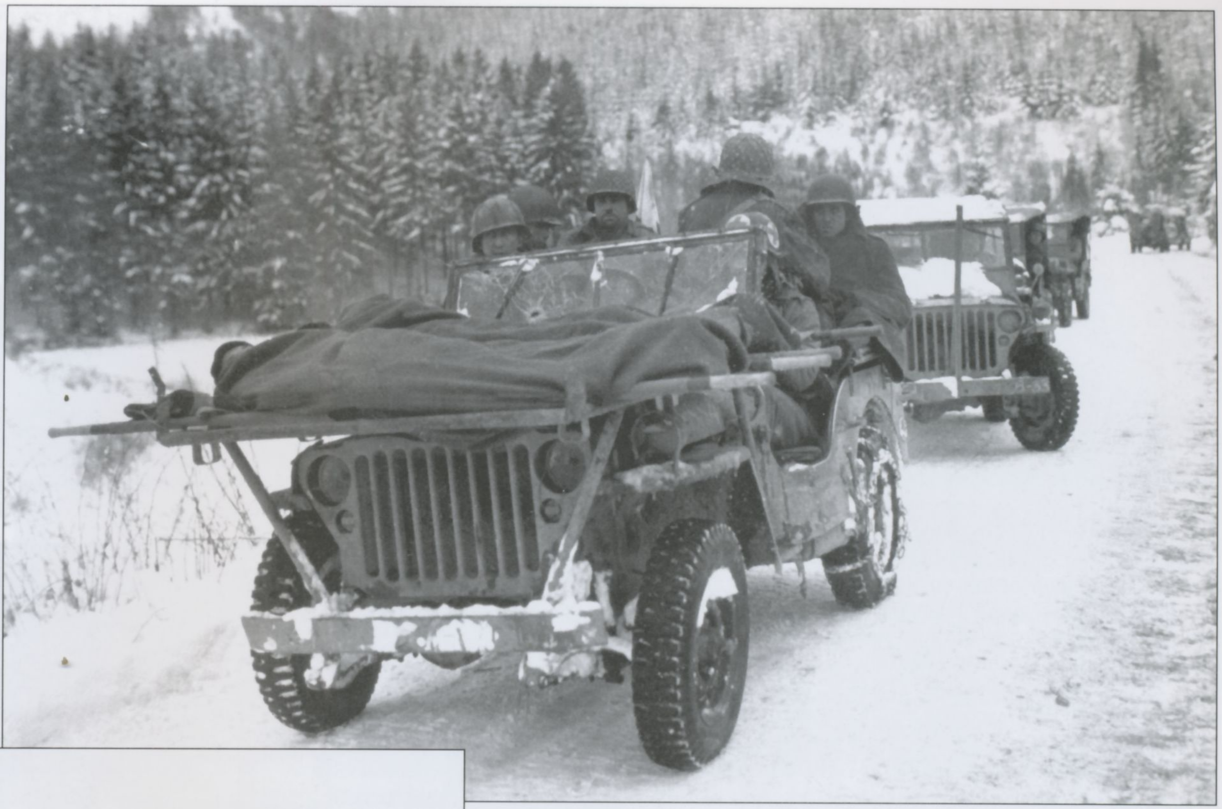


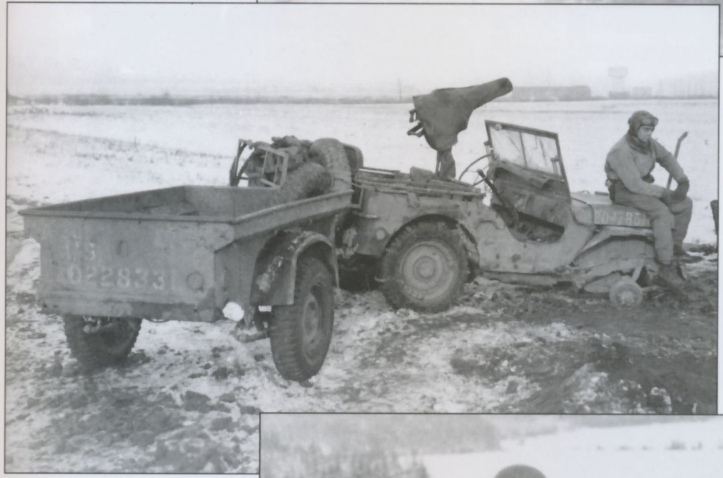


Another view of the 60th Infantry bazooka jeep.

The intelligence and reconnaissance platoon of the 60th Infantry, 9th Infantry Division developed their own improvised bazooka launcher for their armored scout jeeps as seen here during the Battle of the Bulge in Belgium on 16 January 1945.

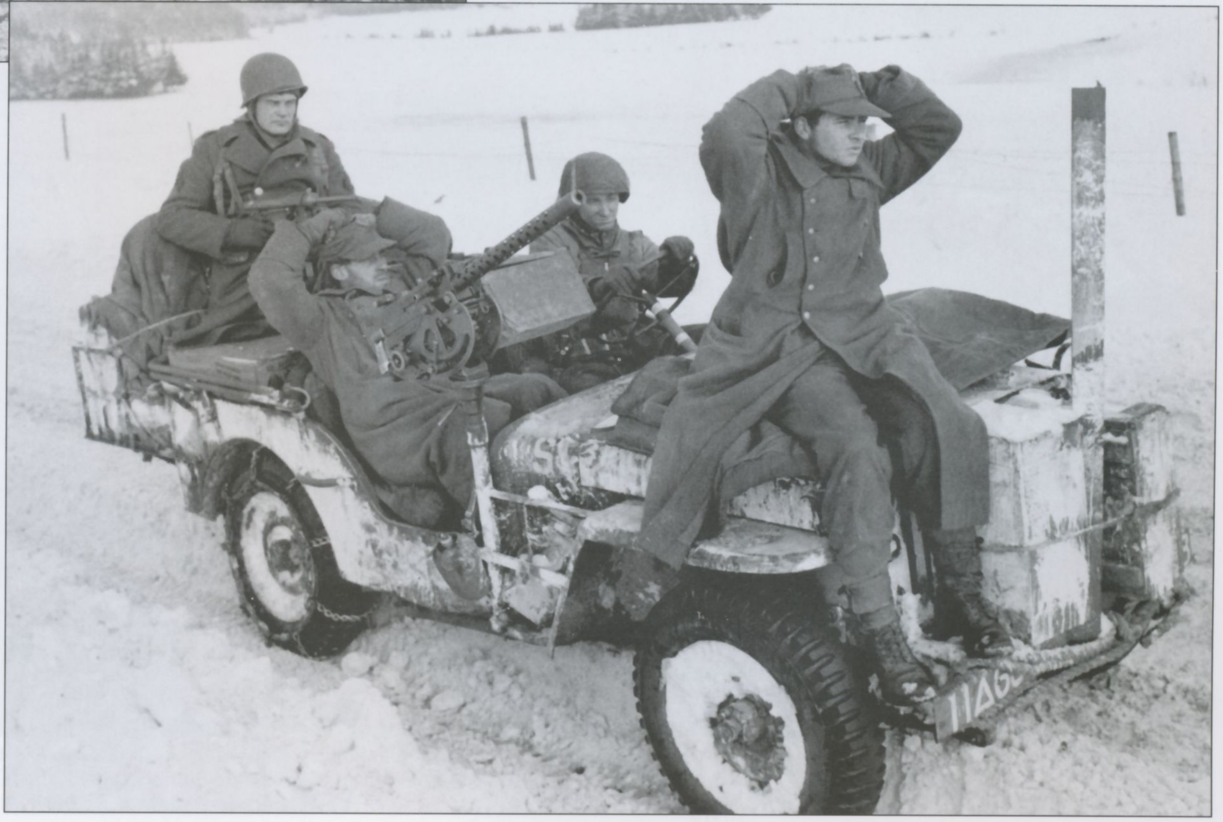
This jeep with the 334th Infantry, 84th Division during the Battle of the Bulge on 9 January 1945 shows a typical medical jeep stretcher fitting with a frame over the hood to permit two litters to be carried on the front.

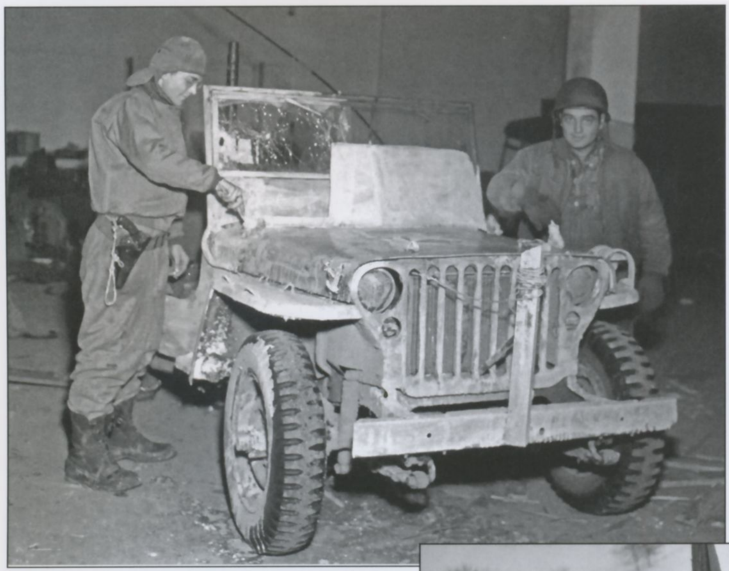




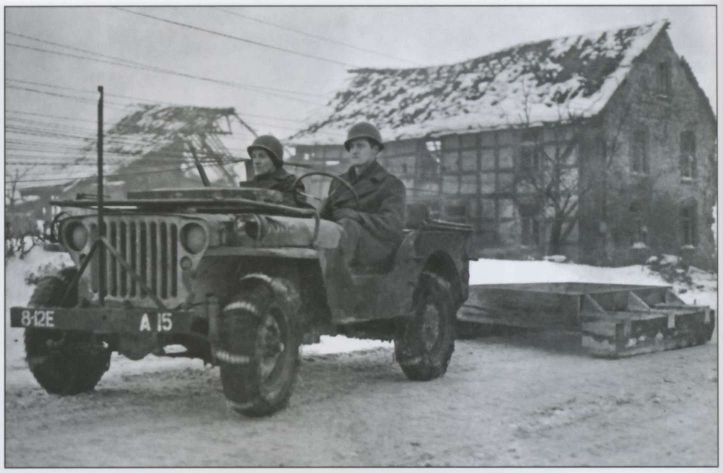
A tanker sits on his derelict jeep after it has run over a mine near Thionville, France on 10 January 1945.

A .30 cal machine-gun armed recon jeep of the 63rd Armored Infantry Battalion, 11th Armored Division brings in German prisoners near Longchamps, Belgium on 13 January 1945 during the operations to clear the Bastogne area.

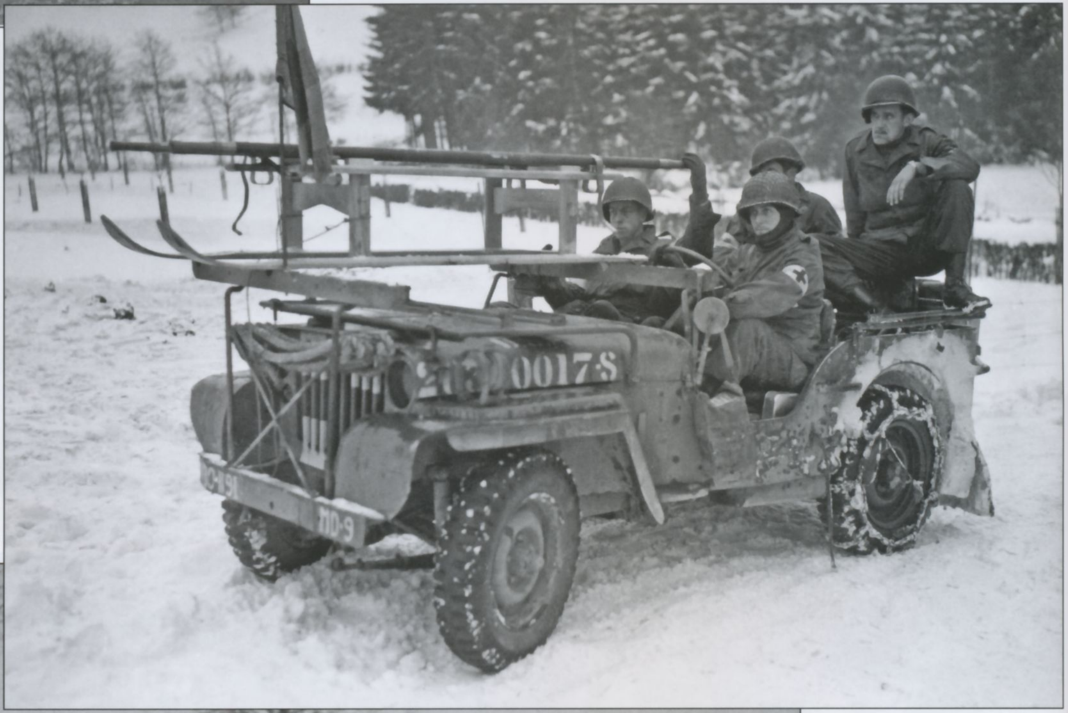




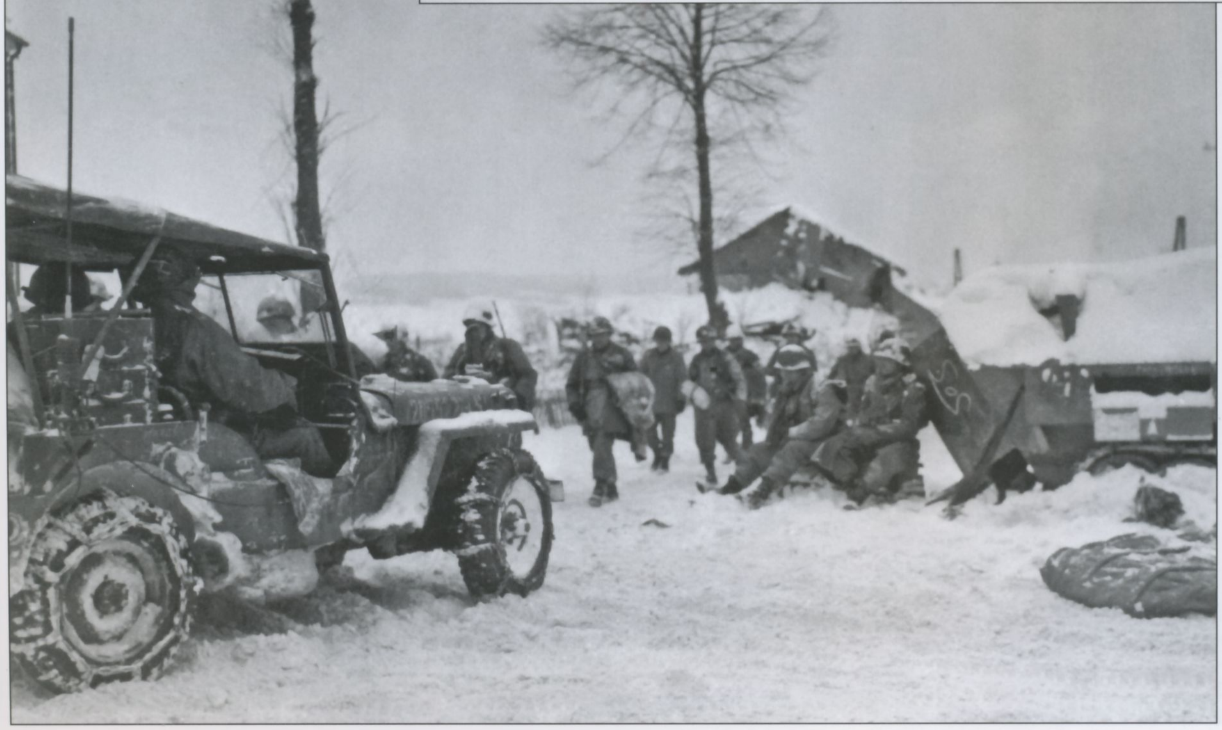
The crew of a jeep of the 807th Tank Destroyer Battalion gives their jeep a hasty whitewash in a garage near Saarlautern on 13 January 1945.



A jeep of the XIX Corps' 12th Engineers is seen pulling an improvised snow sledge near Hurtgen, Germany on 17 January 1945.



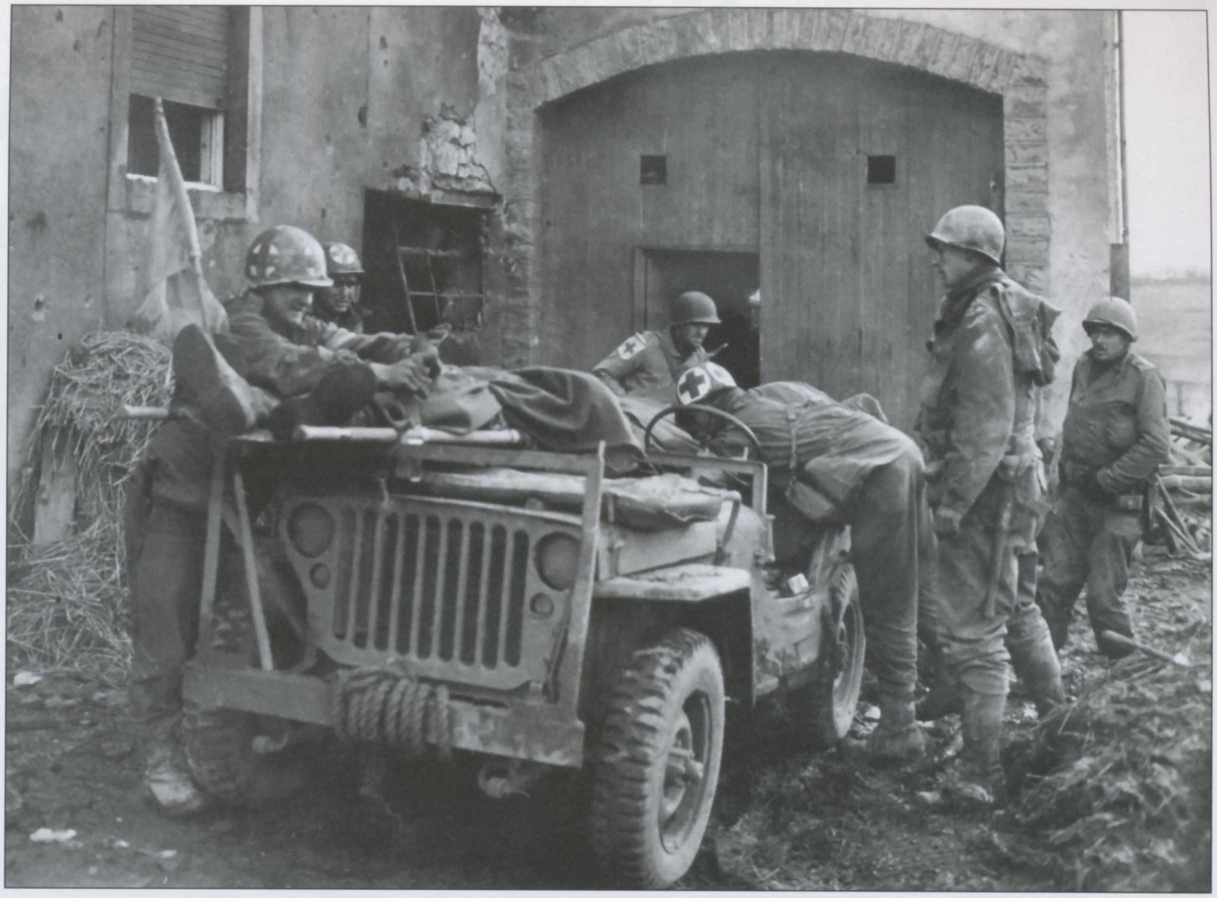
A medical section jeep of the 119th Infantry, 30th Division in the Ardennes on 17 January 1945. The crew has rigged a stretcher litter on skies for use in the deep snow.

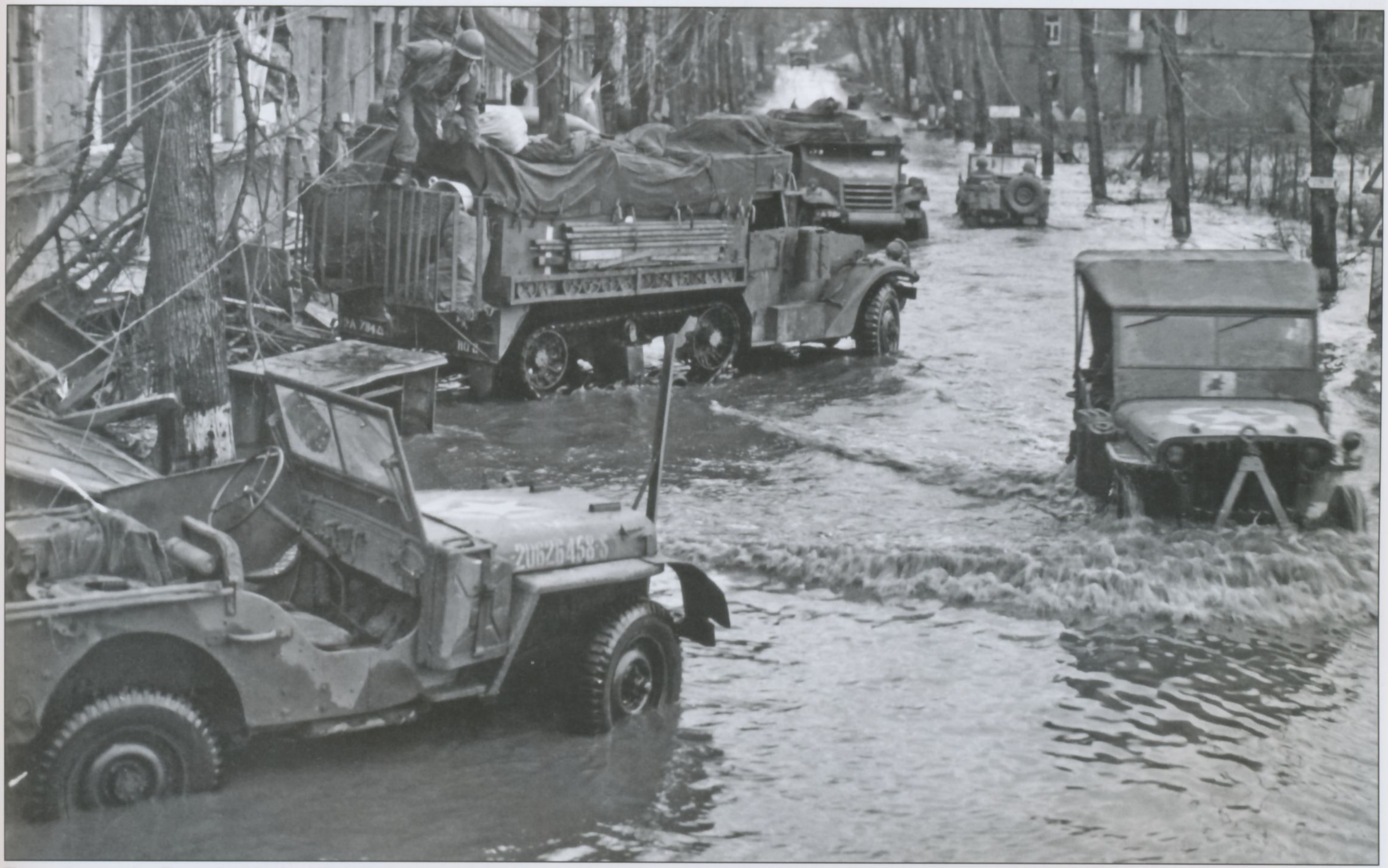


A radio jeep of the 505th Parachute Infantry Regiment, 82nd Airborne Division sits near an abandoned German Sd.Kfz. 251 half-track as paratroopers of the unit march through Auel, Belgium on 28 January 1945.

Into Germany: February-May 1945

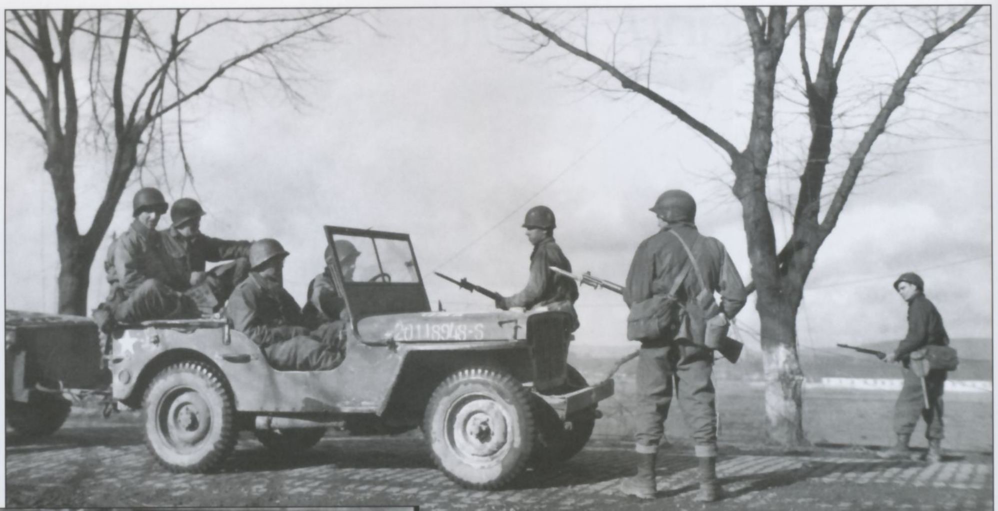
Medics of the 301st Infantry, 94th Division tend to a casualty on a jeep stretcher during the fighting near Sinz, Germany on 9 February 1945.

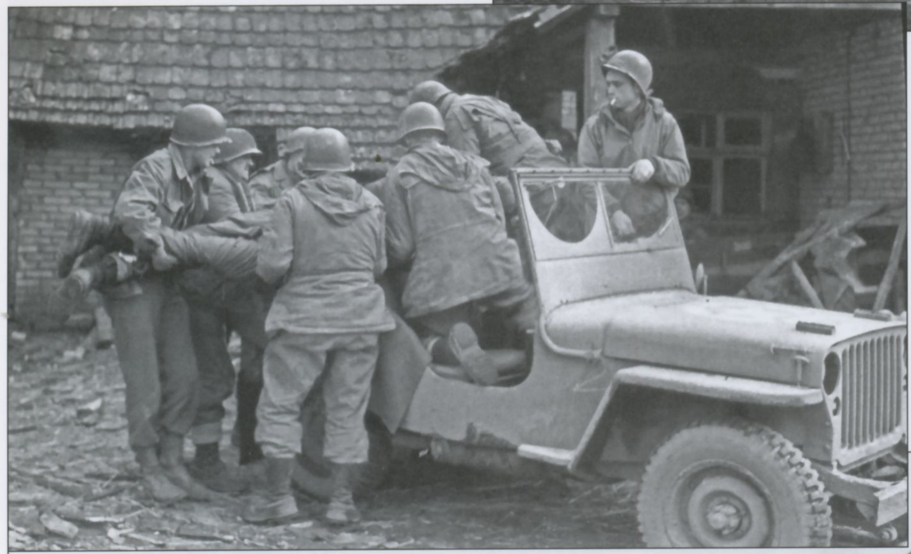




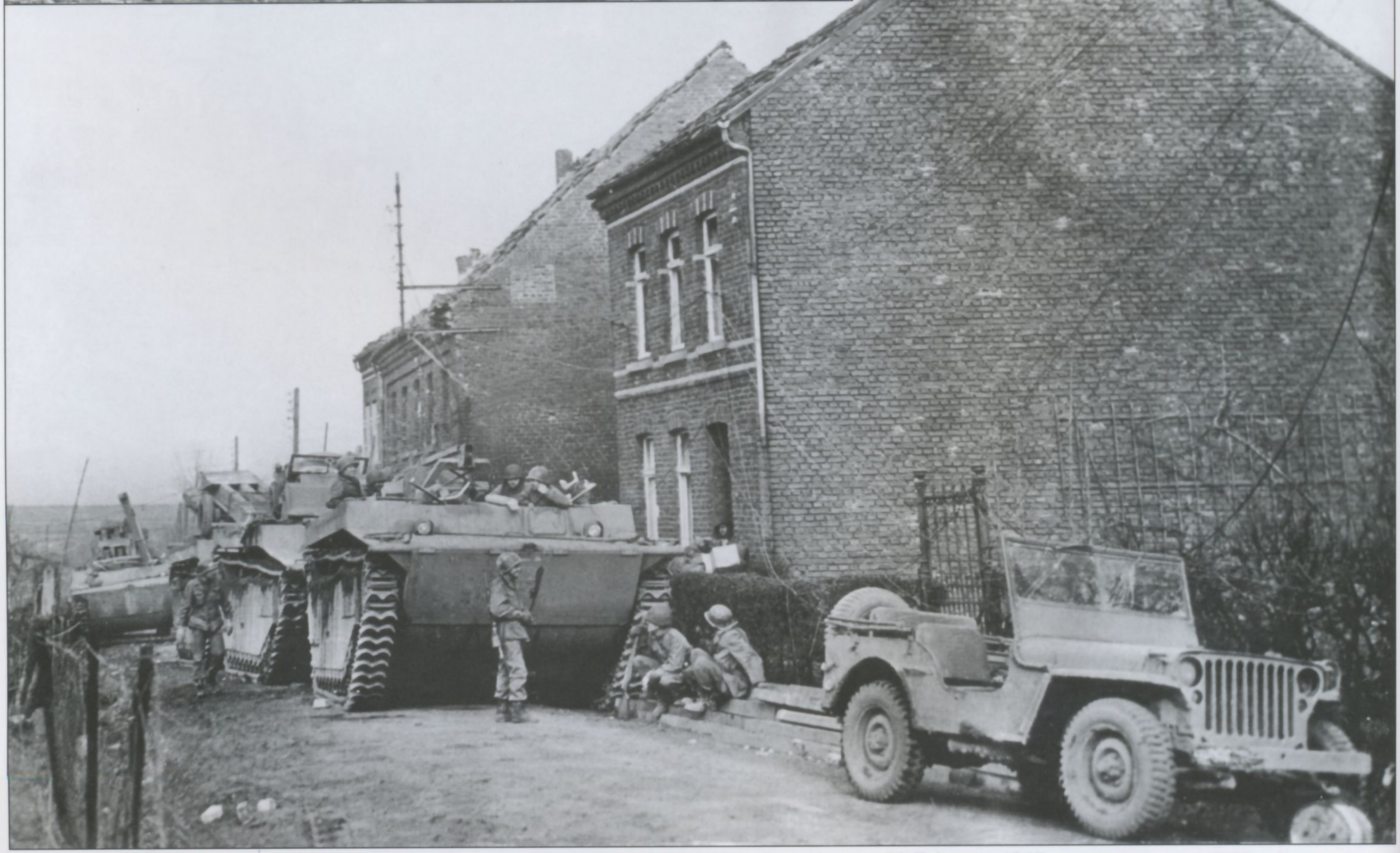
The push over the Roer river in the Ninth Army sector was hampered both by the unusually wet winter weather as well as German release of the water behind several of the Roer dams. These jeeps and half-tracks are mostly from the 784th Tank Battalion (Colored), one of two segregated African-American tank battalions in the ETO.

A jeep pulls up to a well armed checkpoint of the 26th Division near Saarlautern on 15 February 1945.





Troops of the 142nd Infantry, 36th Division move a casualty into a jeep in Oberhoffen, France during the final stages of the German Nordwind offensive in Alsace on 16 February 1945.



A group of LVT-4 amtracs are used to transport jeeps and other equipment over the Roer river on 23 February 1945.

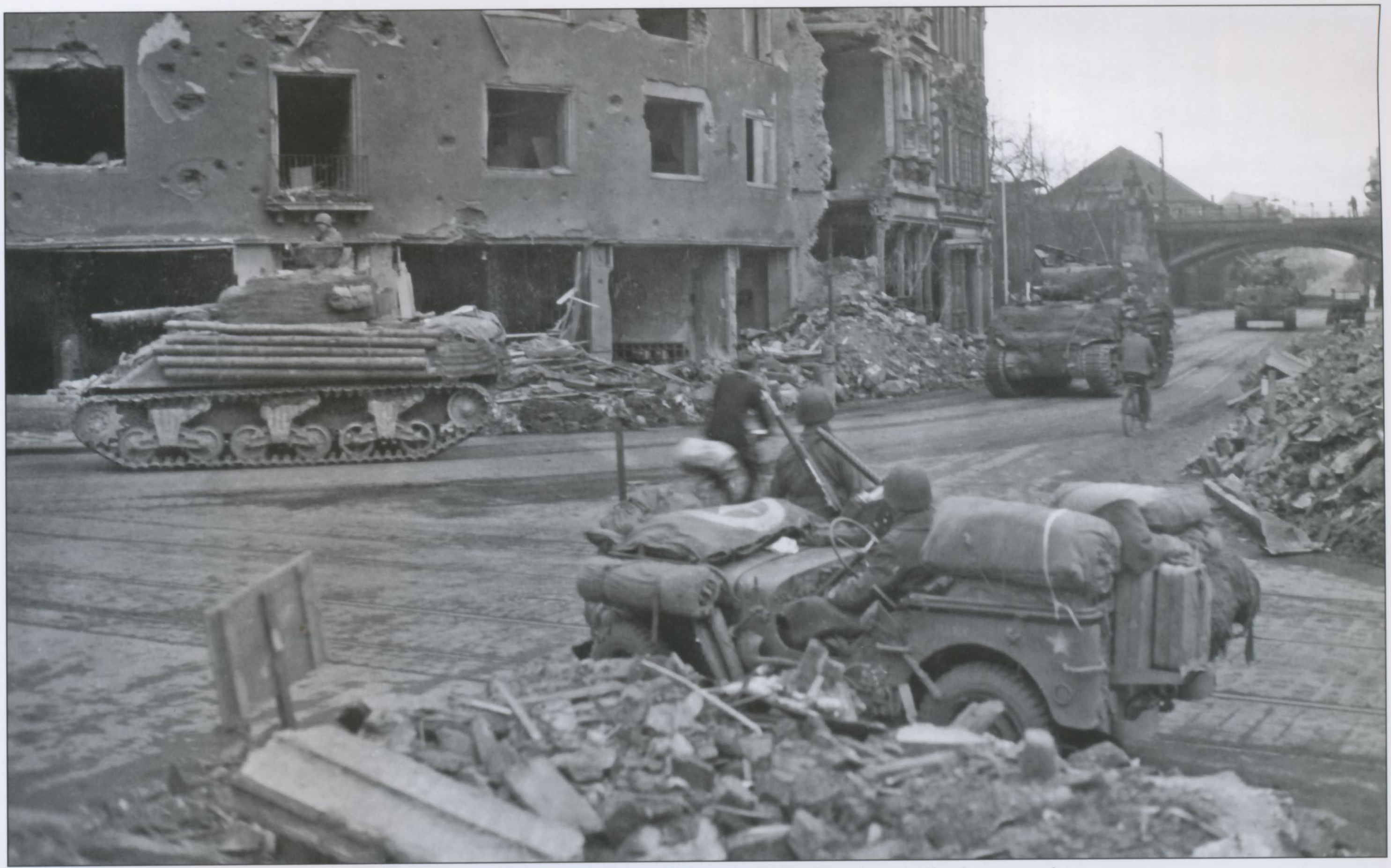
A Ninth Army motor column including numerous jeeps passes towards Rheindahlen, Germany on 27 February 1945.

A winch-equipped half-track of the 22nd Tank Battalion, 11th Armored Division is used to repair a jeep in Weiswampach, Luxembourg on 28 February 1945.

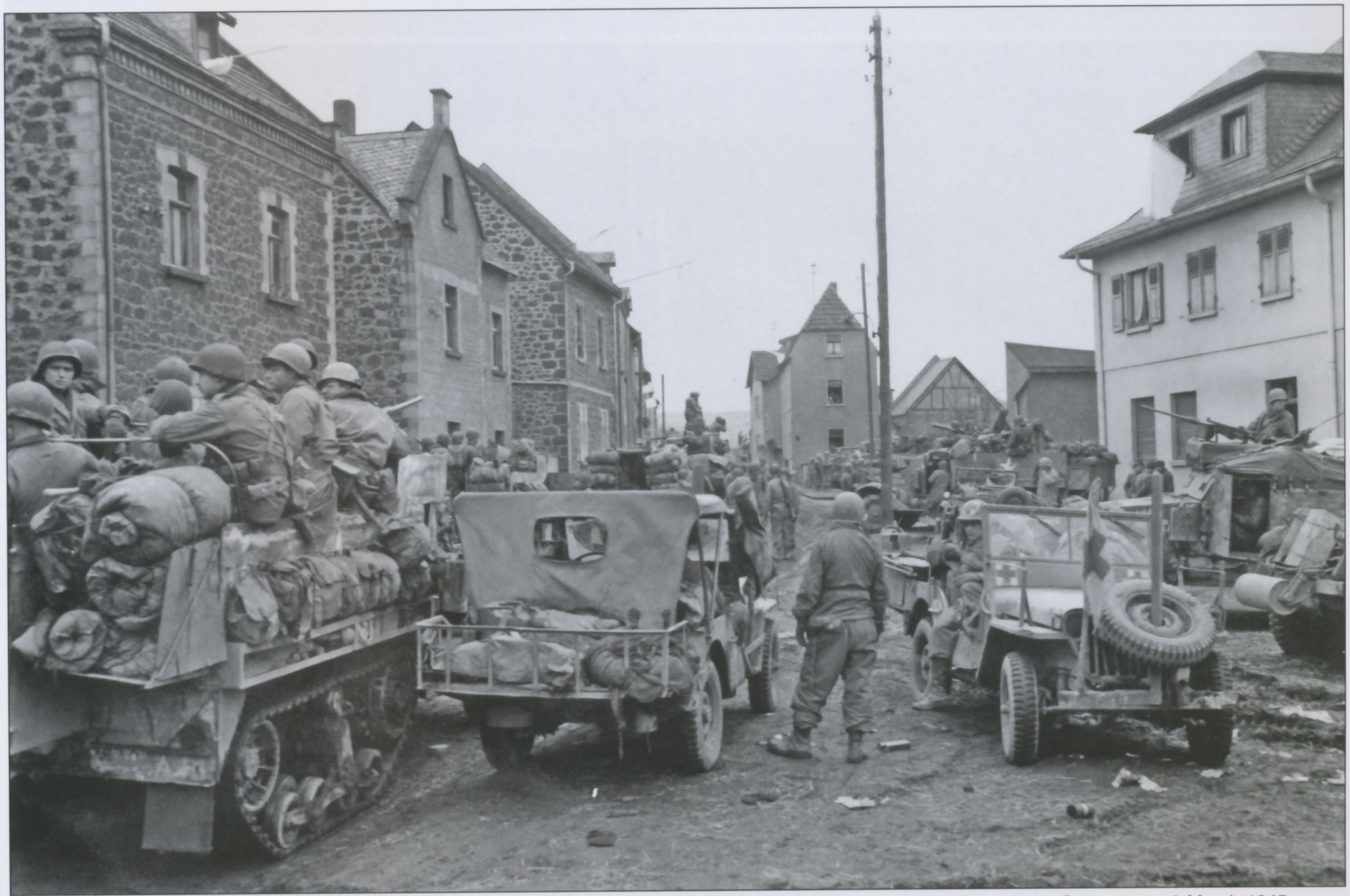
A 3rd Armored Division jeep passes through Merzenich, Germany on 28 February 1945.

German prisoners are transported on a jeep from the 8th Armored Division in Linfort, Germany on 6 March 1945.

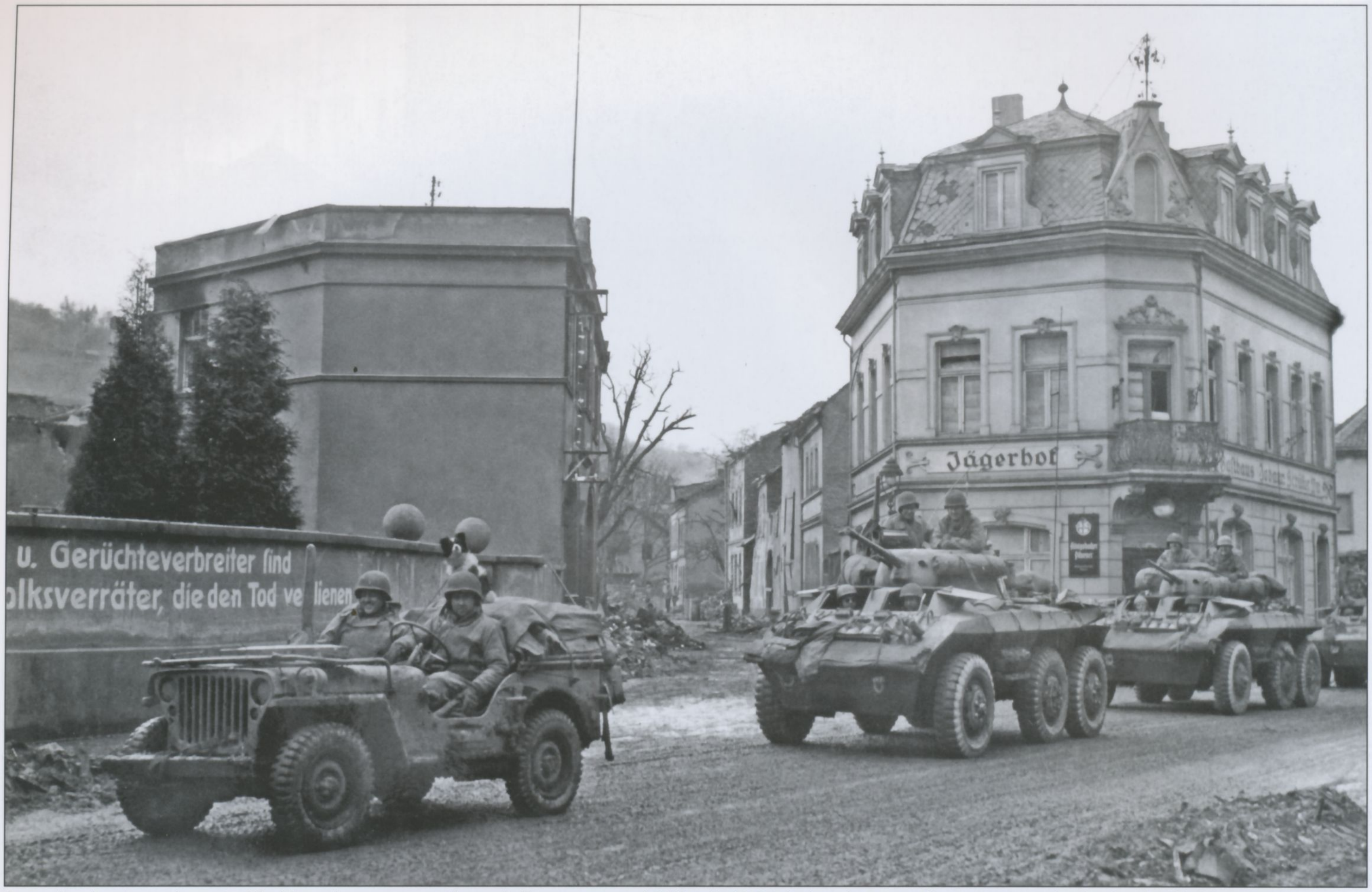
A military police squad from the 44th Division practices machine gun fire from their jeep pintle near Aachen, Germany on 3 March 1945.



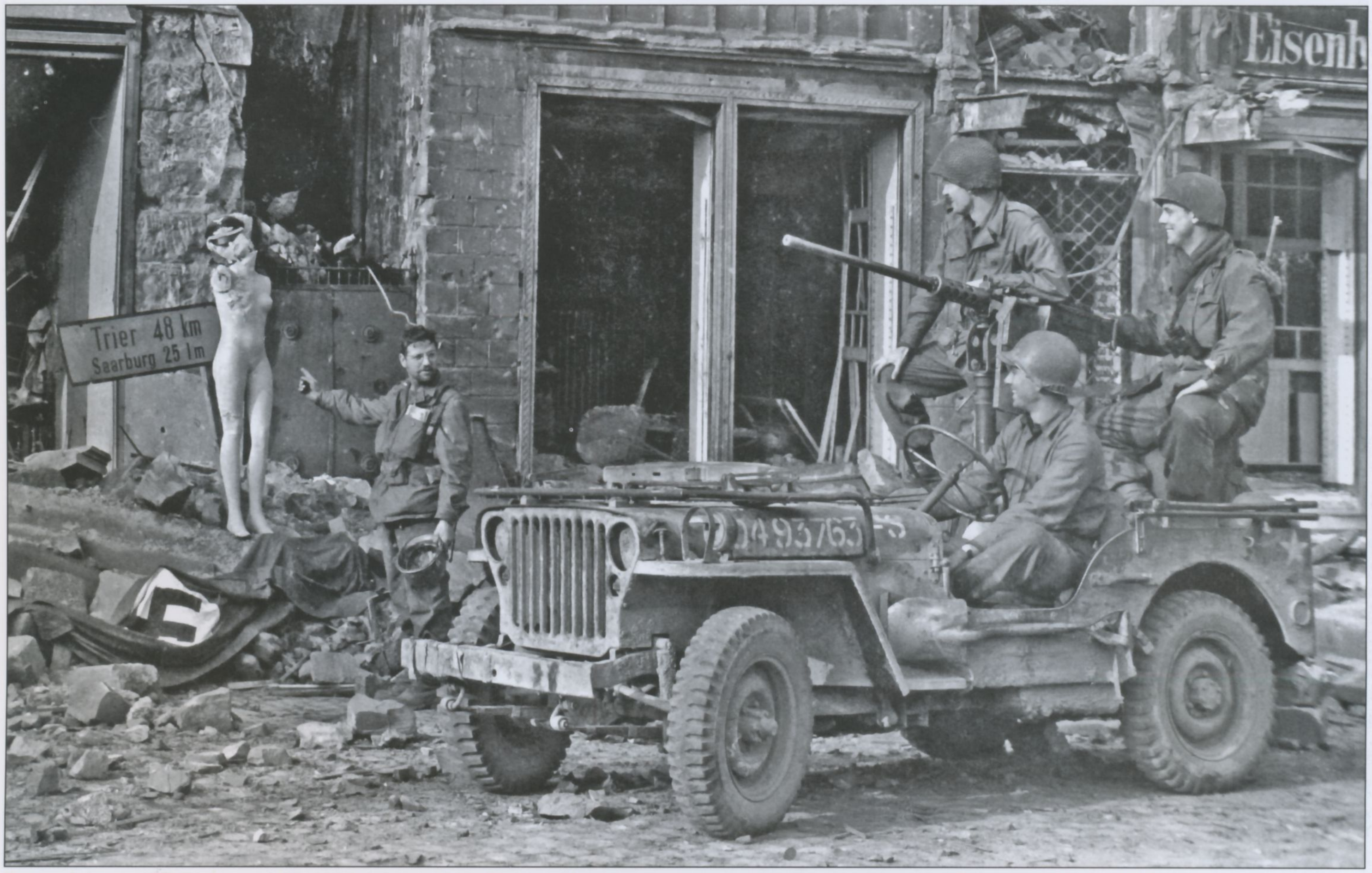
Elements of the 2nd Armored Division push through Krefeld, Germany on 8 March 1945 with a jeep in the foreground.



A mechanized infantry company from the 11th Armored Division including several jeeps in the town square in Miesehain, Germany on 9 March 1945.


u. Gerüchteverbreiter find
alksverräter, die den Tod ve lienen
Jägerhof

A mechanized cavalry patrol led by a jeep passes through Remagen on 10 March 1945 during the operation to secure the Ludendorff bridge there.


Trier 48 km
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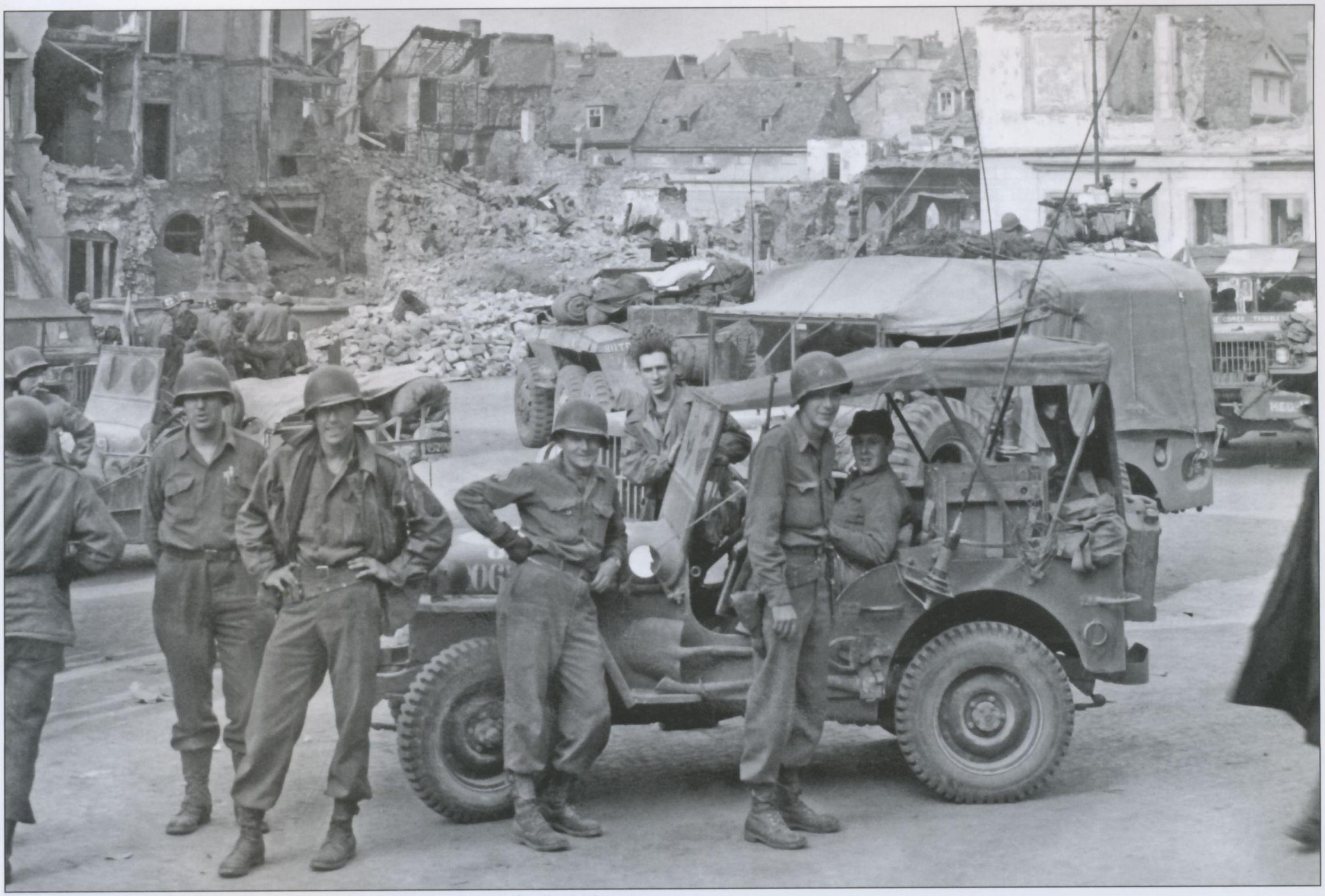
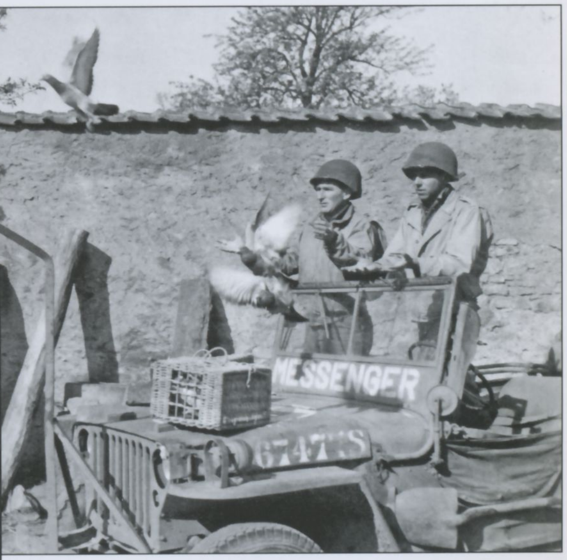
Troops from an I&R Platoon of the 328th Infantry, 26th Division clown around with a clothing store dummy in Trier on 19 March 1945.



A radio jeep of the 26th Division in Eisfeld, Germany on 12 April 1945.

Messenger pigeons were still used in World War II, mainly as a back-up in the event of radio jamming. Here, a 2nd Armored Division messenger jeep section releases pigeons in Germany on 20 April 1945.


MESSENGER
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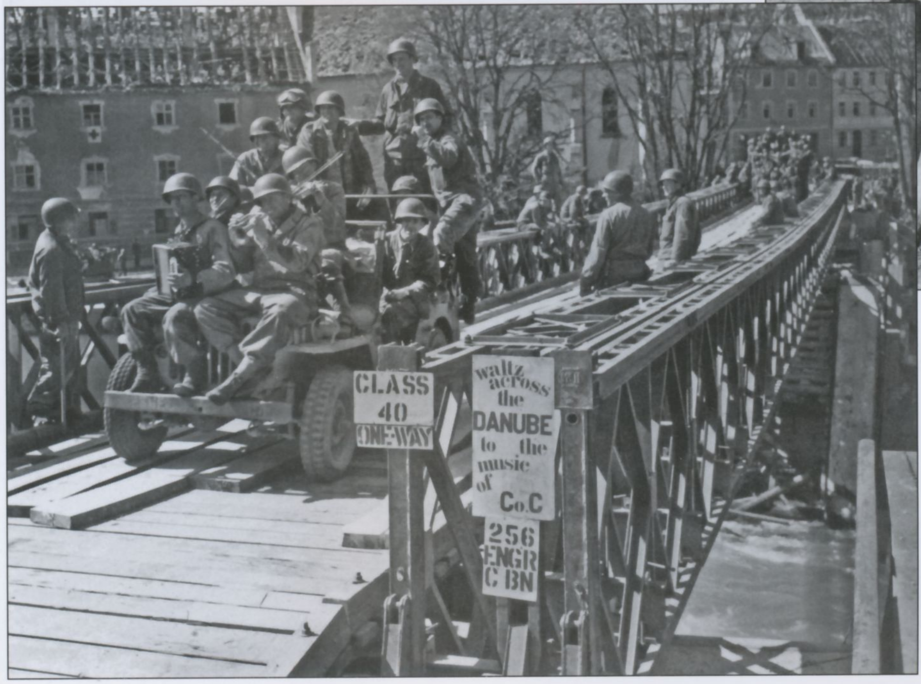
CLASS
40
ONE-WAY
waltz
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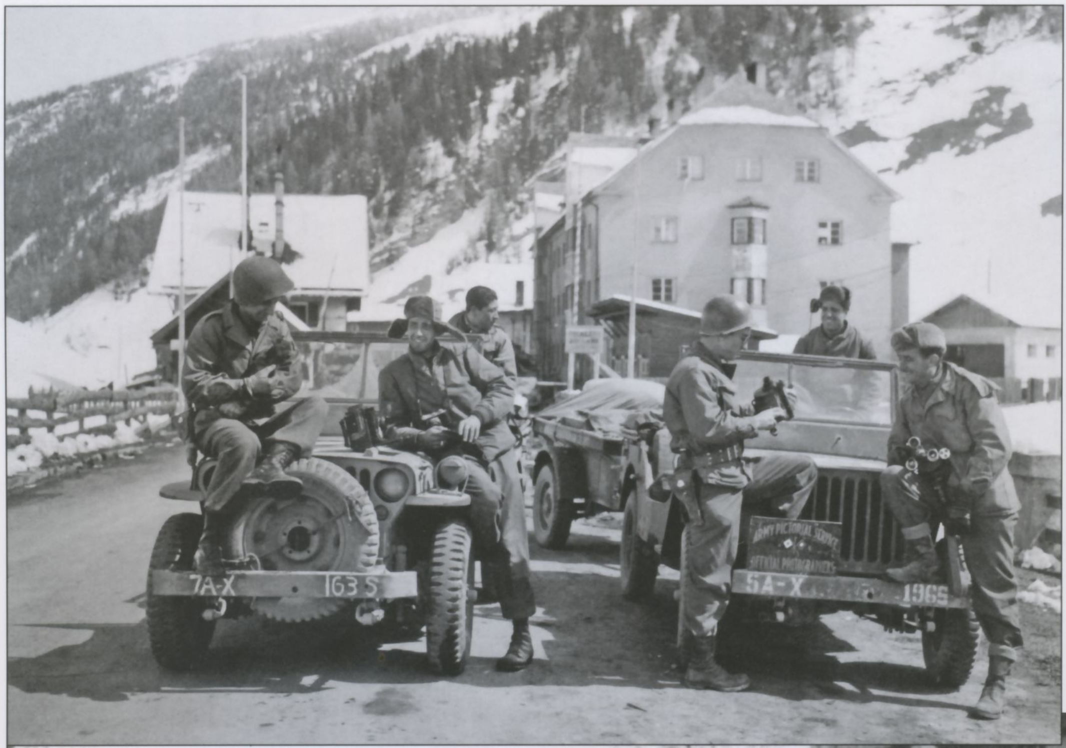
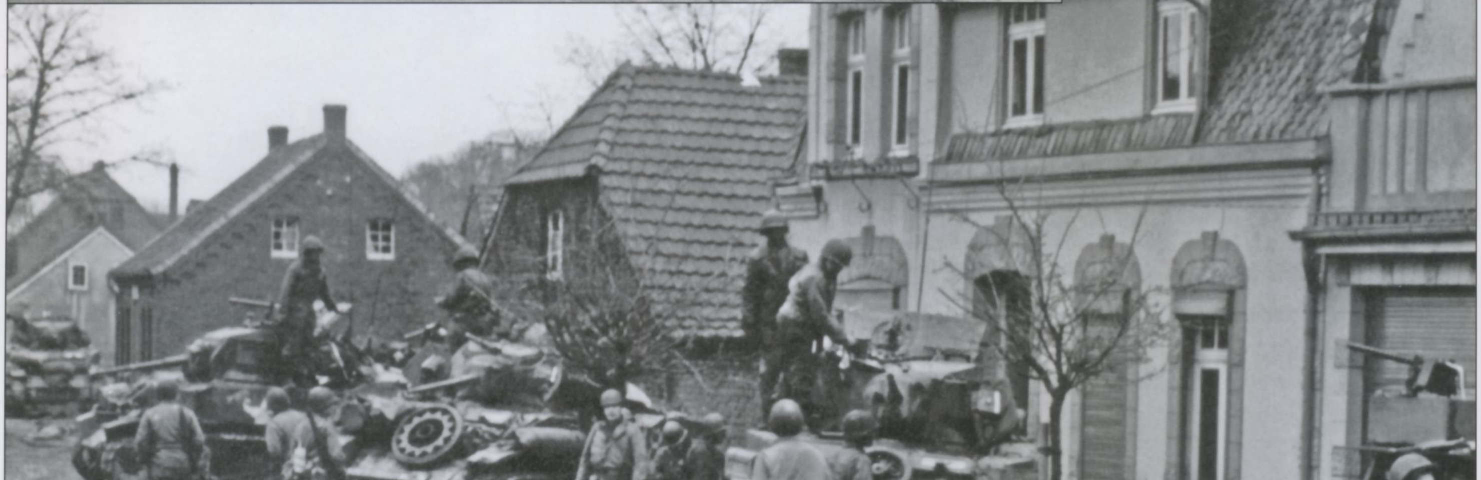
256
ENGR
C BN

A thoroughly overloaded jeep crosses an engineer bridge over the Danube in April 1945.


7A-X
163 S
ARMY PICTORIAL SERVICE
OFFICIAL PHOTOGRAPHER
5A-X
196S

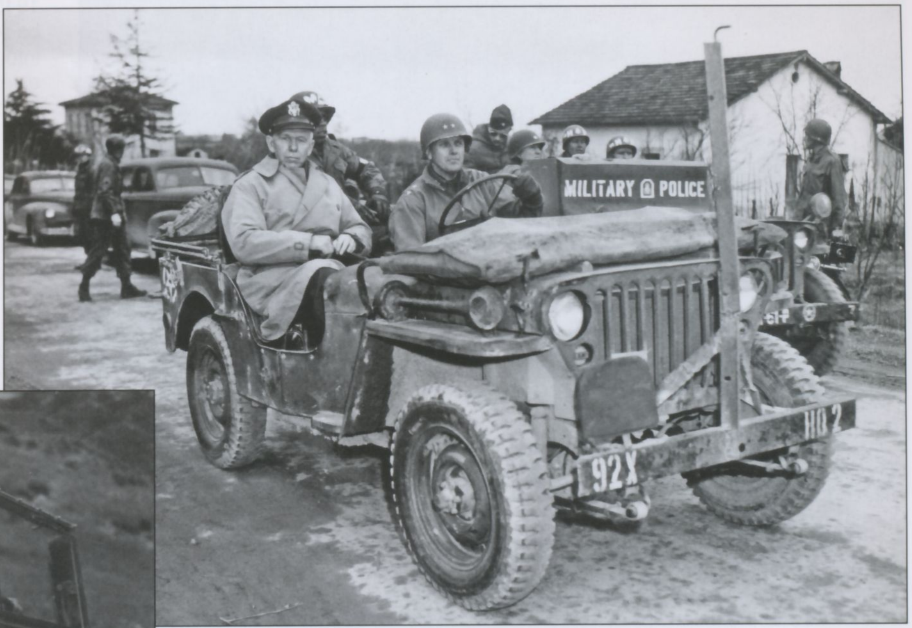
The MTO meets the ETO at the Brenner pass on 4 May 1945 with two Signal Corps photographers' jeeps, the jeep to the left from the 163rd Signal Battalion of the Seventh Army which arrived via southern Germany, and the jeep to the right from the 196th Signal Battalion which arrived with the Fifth Army from Italy.

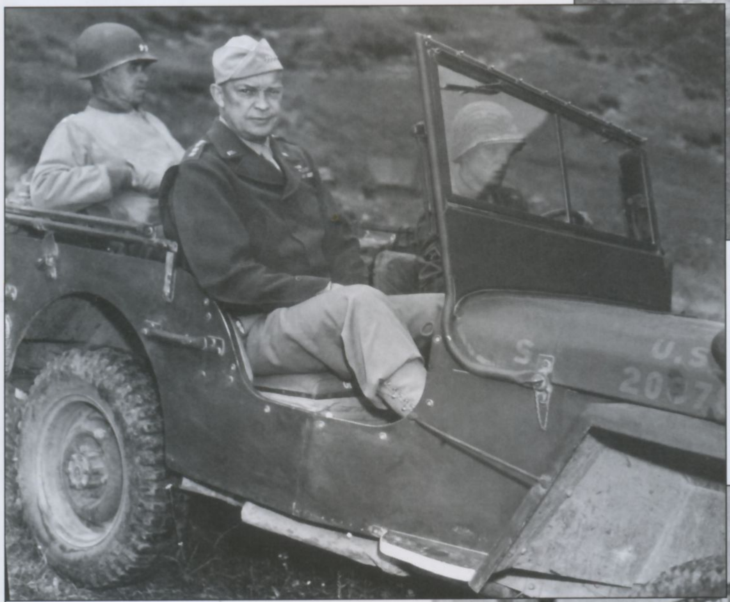


On 5 May 1945, a jeep of the 134th Infantry, 35th Division sits in front of some M5A1 light tanks of Co. D, 784th Tank Battalion (Colored), one of two segregated African American tank battalions in the ETO.

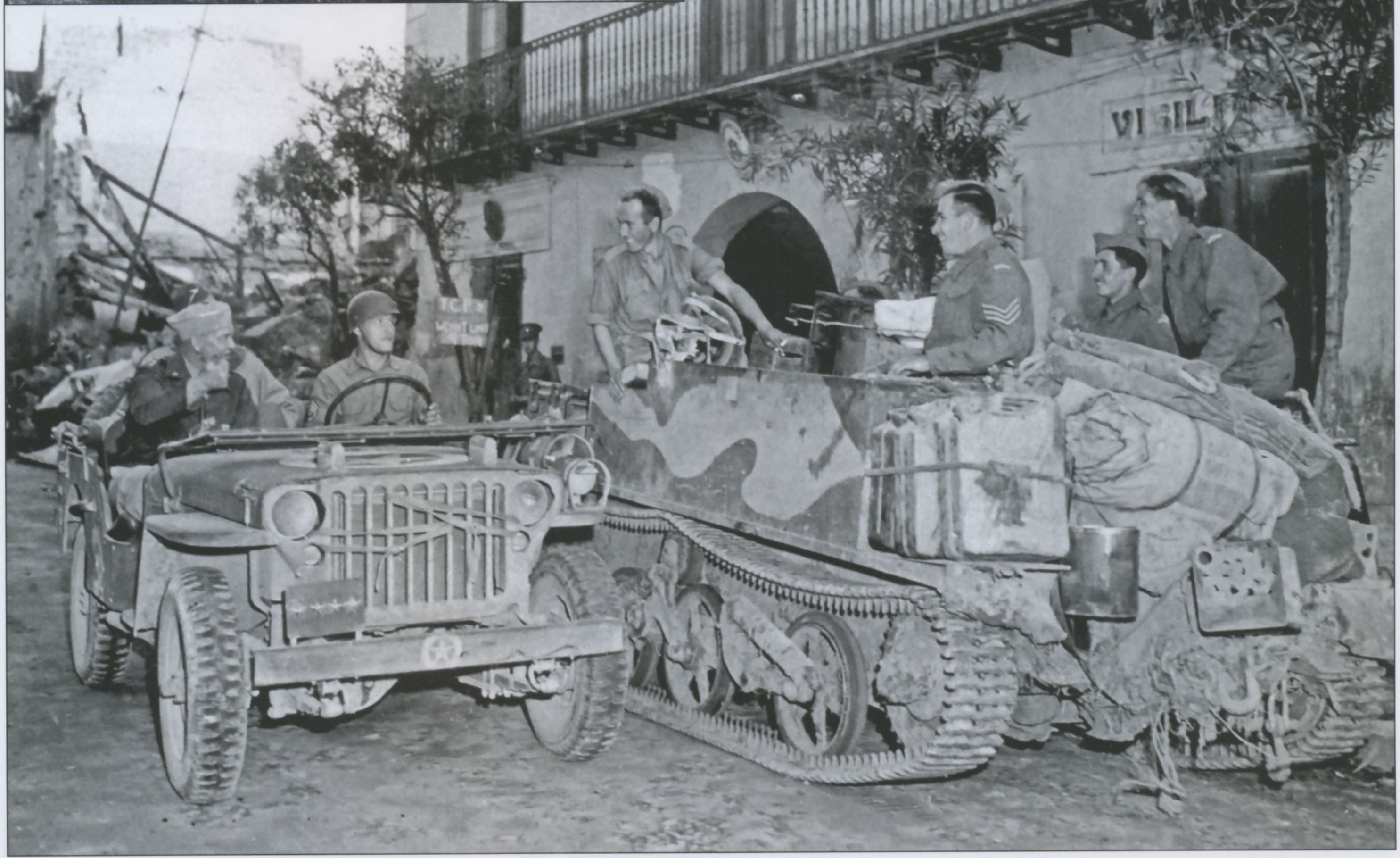
Generals' Jeeps

The Army's Chief of Staff, Gen. George C. Marshall, often used jeeps during his tours of the ETO. In this case, he is seen here riding in the jeep of the 92nd Division commander, Maj. Gen. Edward Almond in Italy.

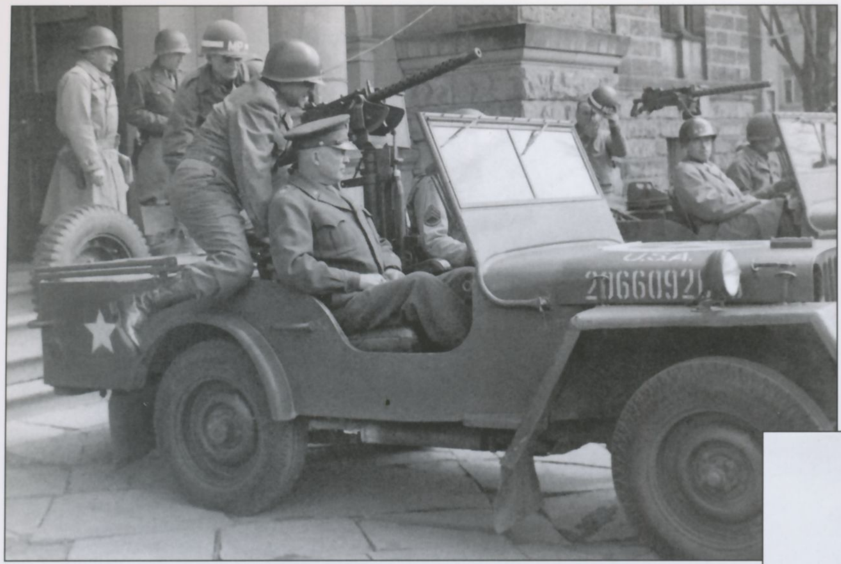




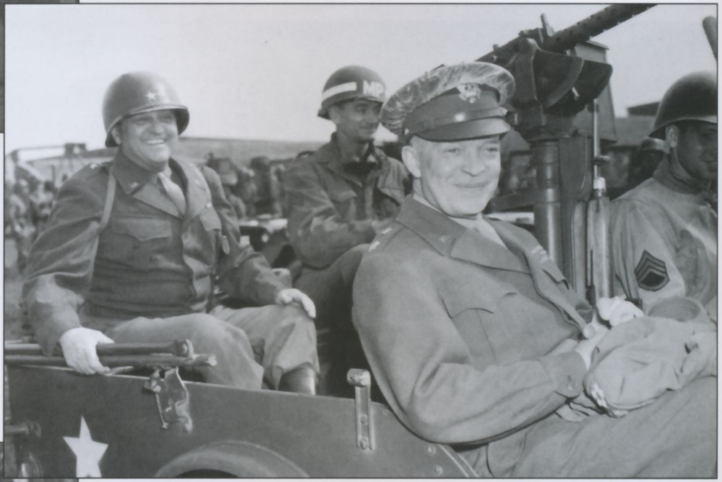
Gen. Dwight Eisenhower, commander of North African Theater of Operations US Army riding with Maj. Gen. Omar Bradley in a non-descript jeep in 1943.



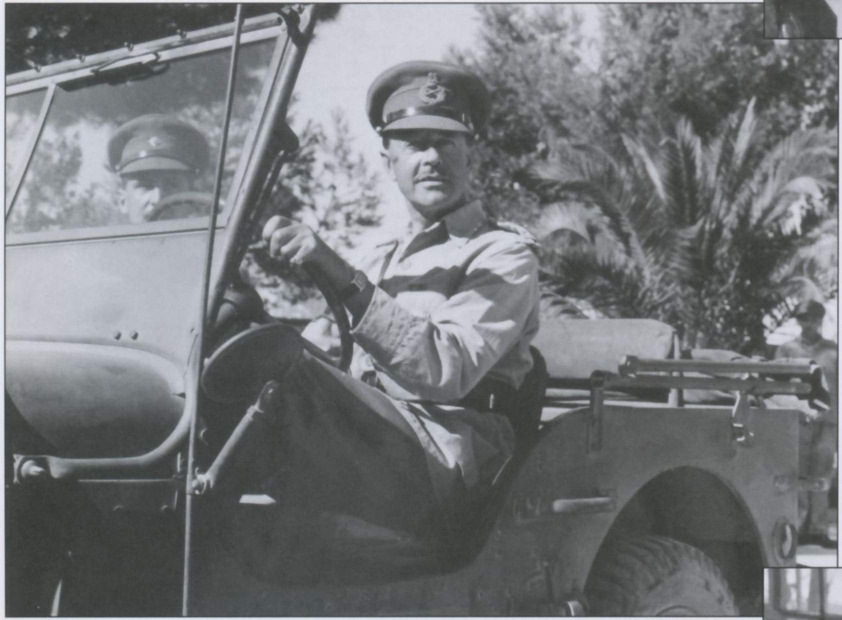
Ike chats with the crew of a British Universal Carrier in Grazziano, Italy on 21 October 1943 during a tour of the Italian front.



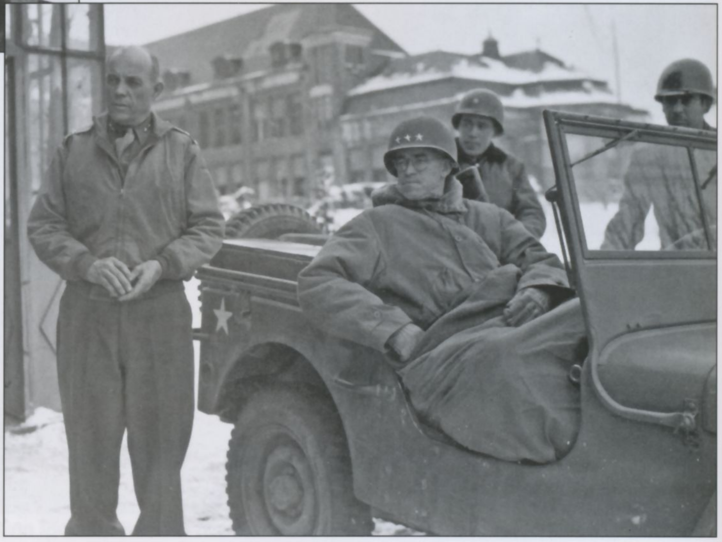
Gen. Dwight Eisenhower used a variety of jeeps while touring the front lines. Here he is seen in Gotha, Germany on 10 April 1945 while visiting Patton's Third Army. Patton can be seen in the background, while Maj. Gen. Walton "Bulldog" Walker is getting into the rear of Eisenhower's jeep. This is a modified jeep with an extended rear compartment. In the background, Gen. Omar Bradley, the 12th Army Group commander can also be seen.



Another view of the extended bed jeep used by Eisenhower during the April 1945 tour in Germany with "Bulldog" Walker behind him.

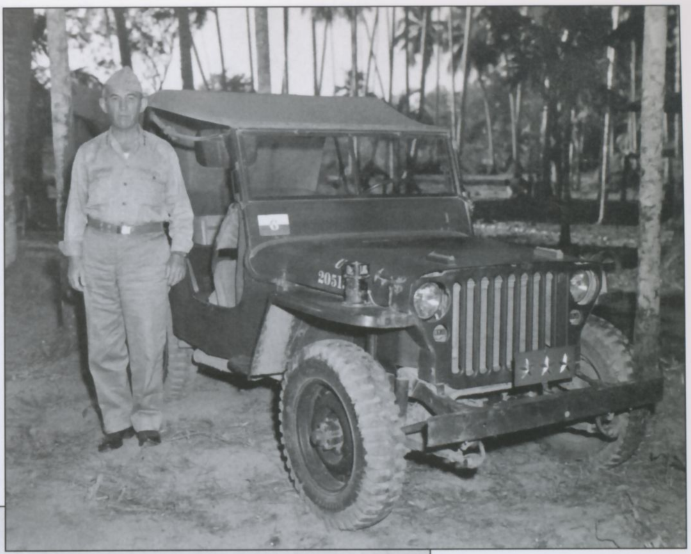


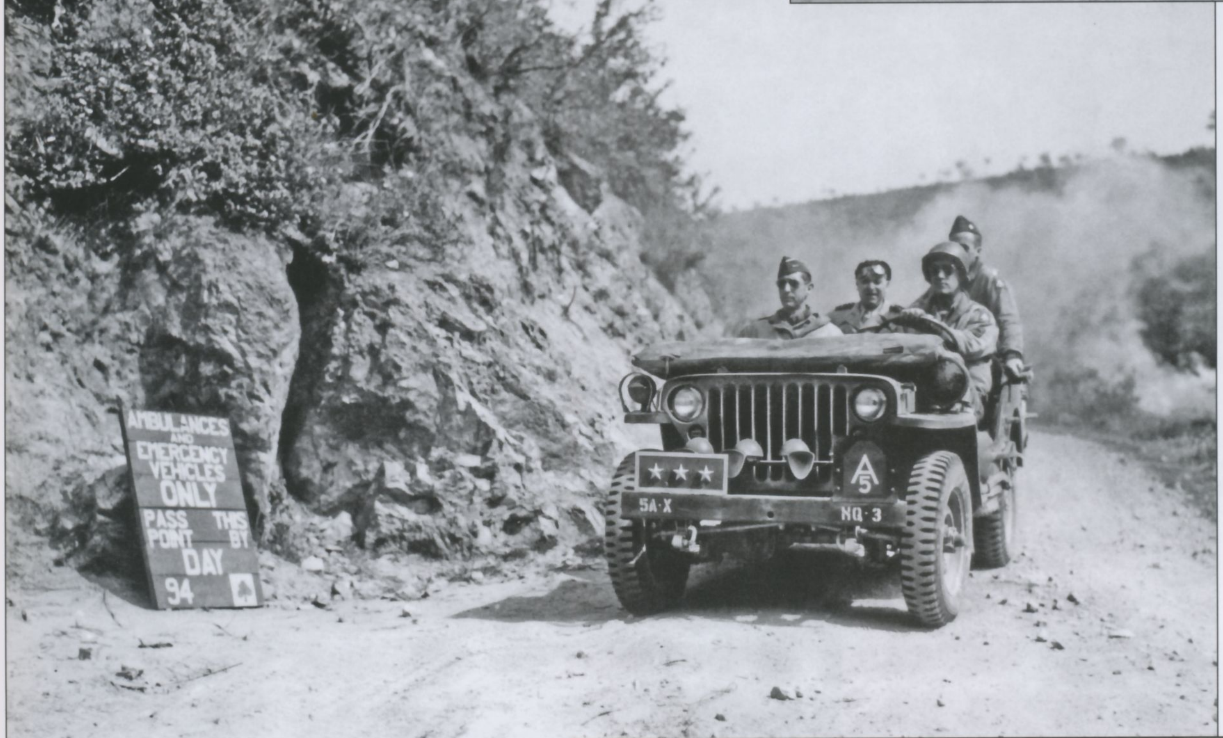
Jeeps were popular with senior British commanders as well, and the commander of the Allied forces in the Mediterranean, Gen. Sir Harold Alexander, is seen here driving his jeep in Italy on 23 October 1943.



Gen. Omar Bradley, commander of the US 12th Army Group, is seen here in a tour of the front in the early winter of 1945 in a non-descript jeep.

Lt. Gen. Walter Kreuger, commander of the US Sixth Army in the South-West Pacific, is seen here with his jeep on 26 January 1945.




AMBULANCES
AND
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ONLY
PASS THIS
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94
5A·X
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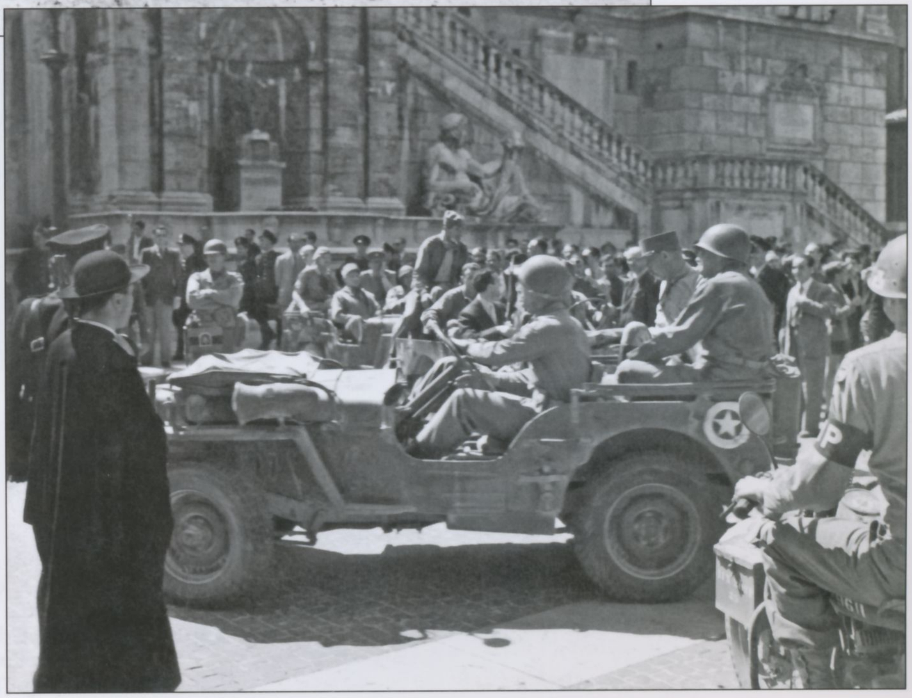
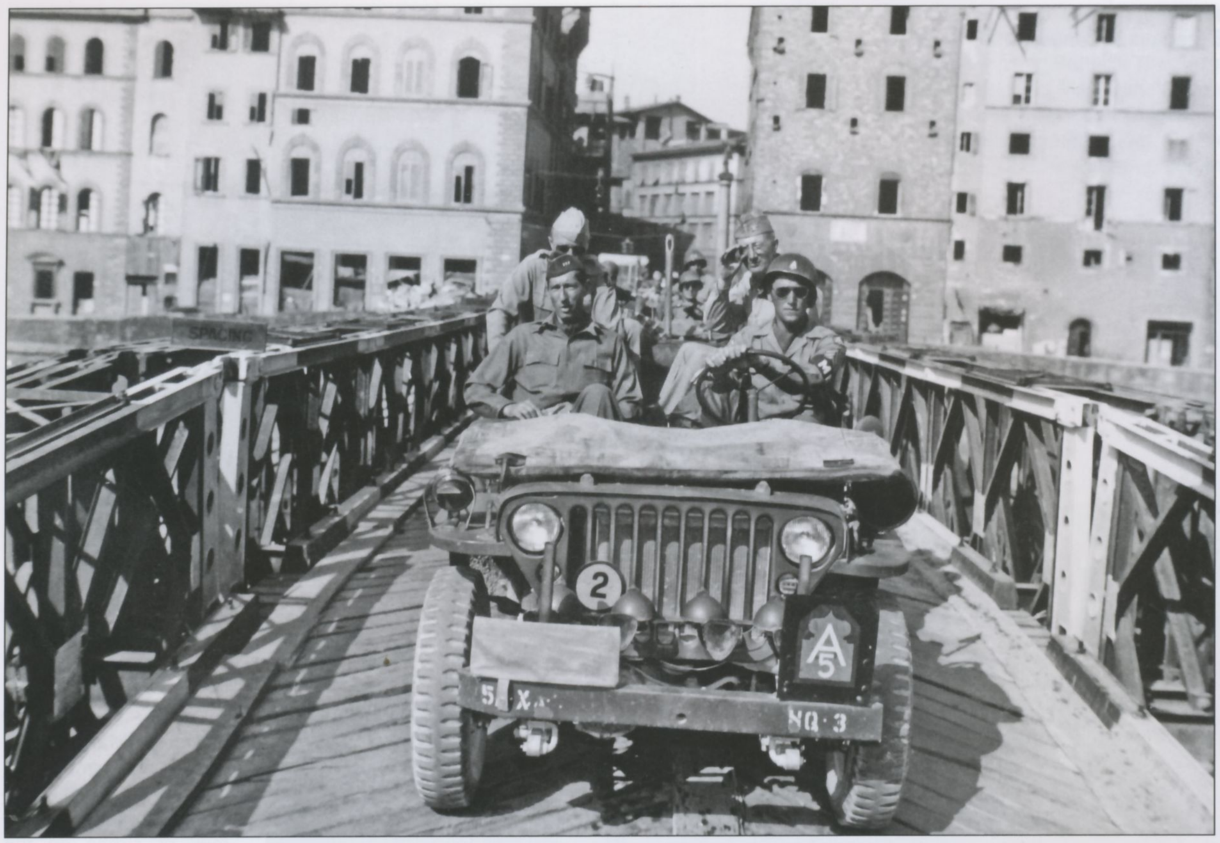
5

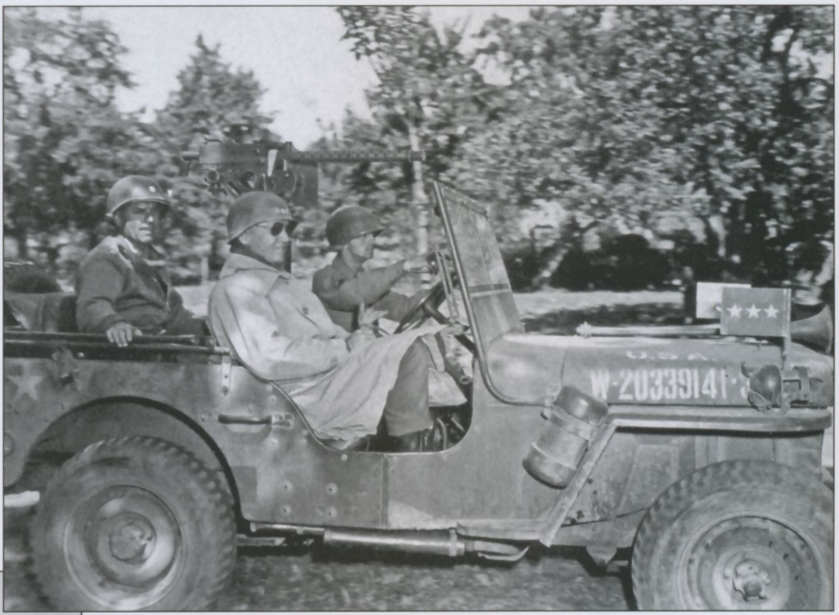
Lt. Gen. Mark Clark, Fifth Army commander in Italy, had a distinctive command jeep with a rack of sirens on the front along with the usual command insignia. He is seen here taking the Gen. Alphonse Juin, the head of the French expeditionary corps in Italy, on a tour of the front in May 1944.



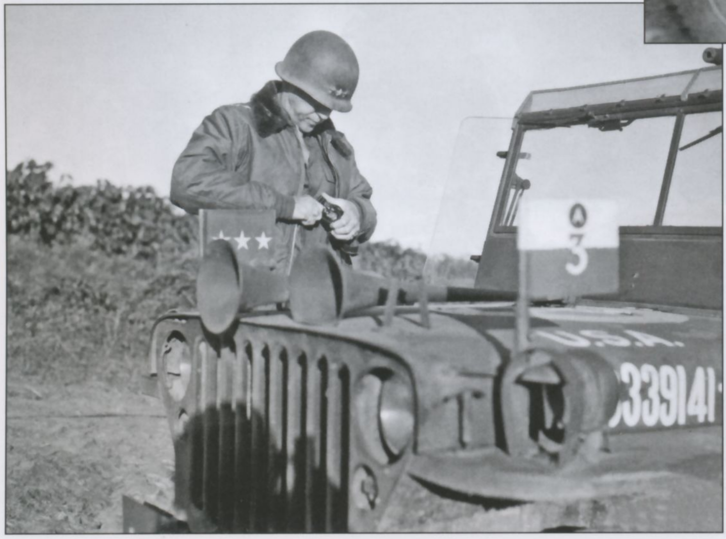
This side view of Clark's jeep during the liberation of Rome on 5 June 1944 shows several details including the large flashing red light/fire siren mounted on the left front fender.



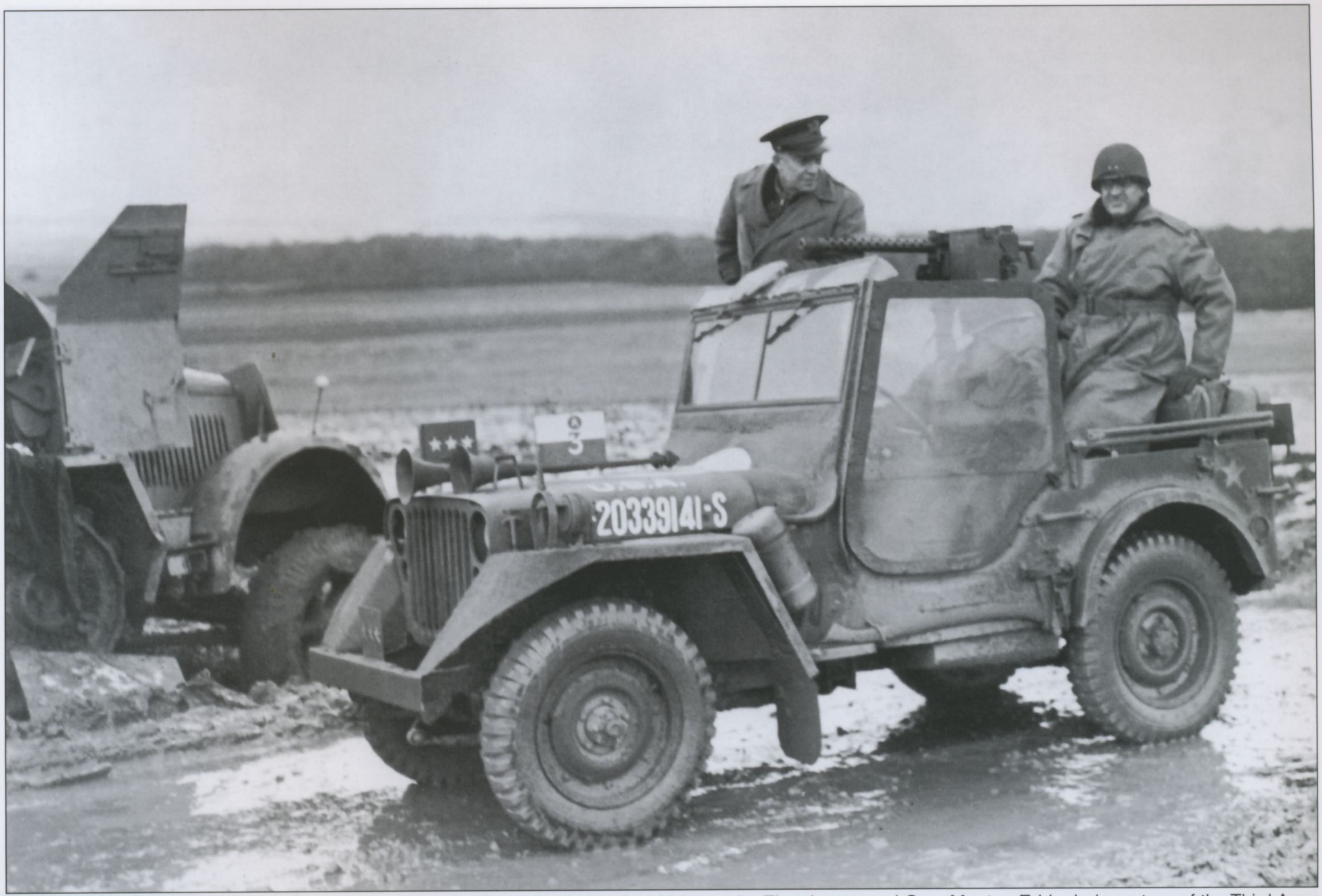
Another view of Clark's jeep, this time crossing a bridge in Florence on 30 August 1944. By this time, some changes have been made the paraphernalia on the front fenders.



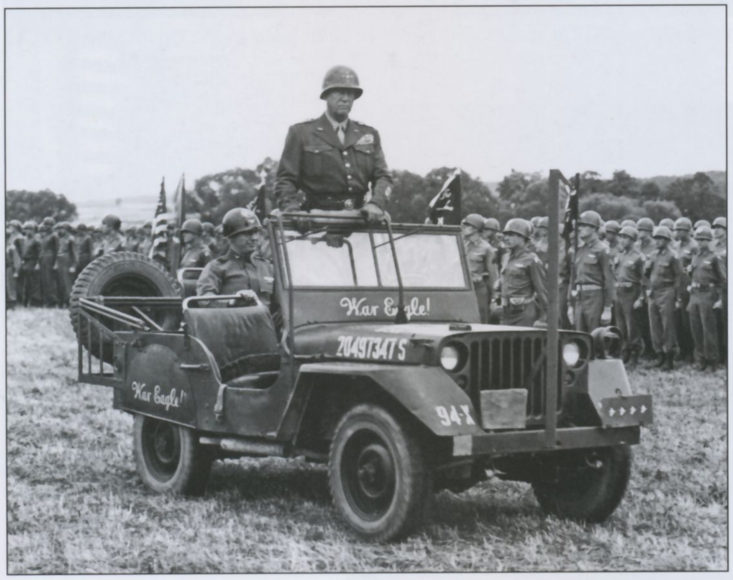
Patton had numerous jeeps during his career though this is one of his most significant due to its extensive use while he was in command of the Third Army in 1944-45 (W-20339141). He is seen here while visiting the 5th Armored near Gossicourt, France in the early autumn of 1944. Note the raised windshield.



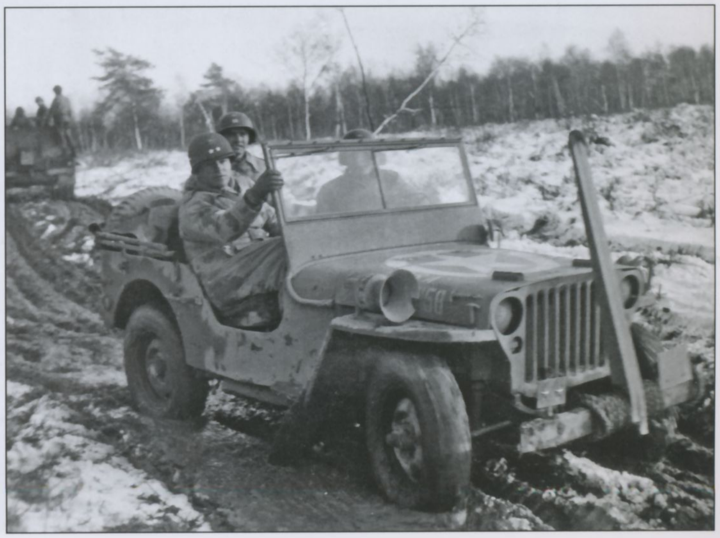
Another view of Patton's command jeep 20339141, seen here on 8 October 1944 while Patton is loading one of his cameras. This shows the Third Army command flag. The extra sirens are very evident in this view.



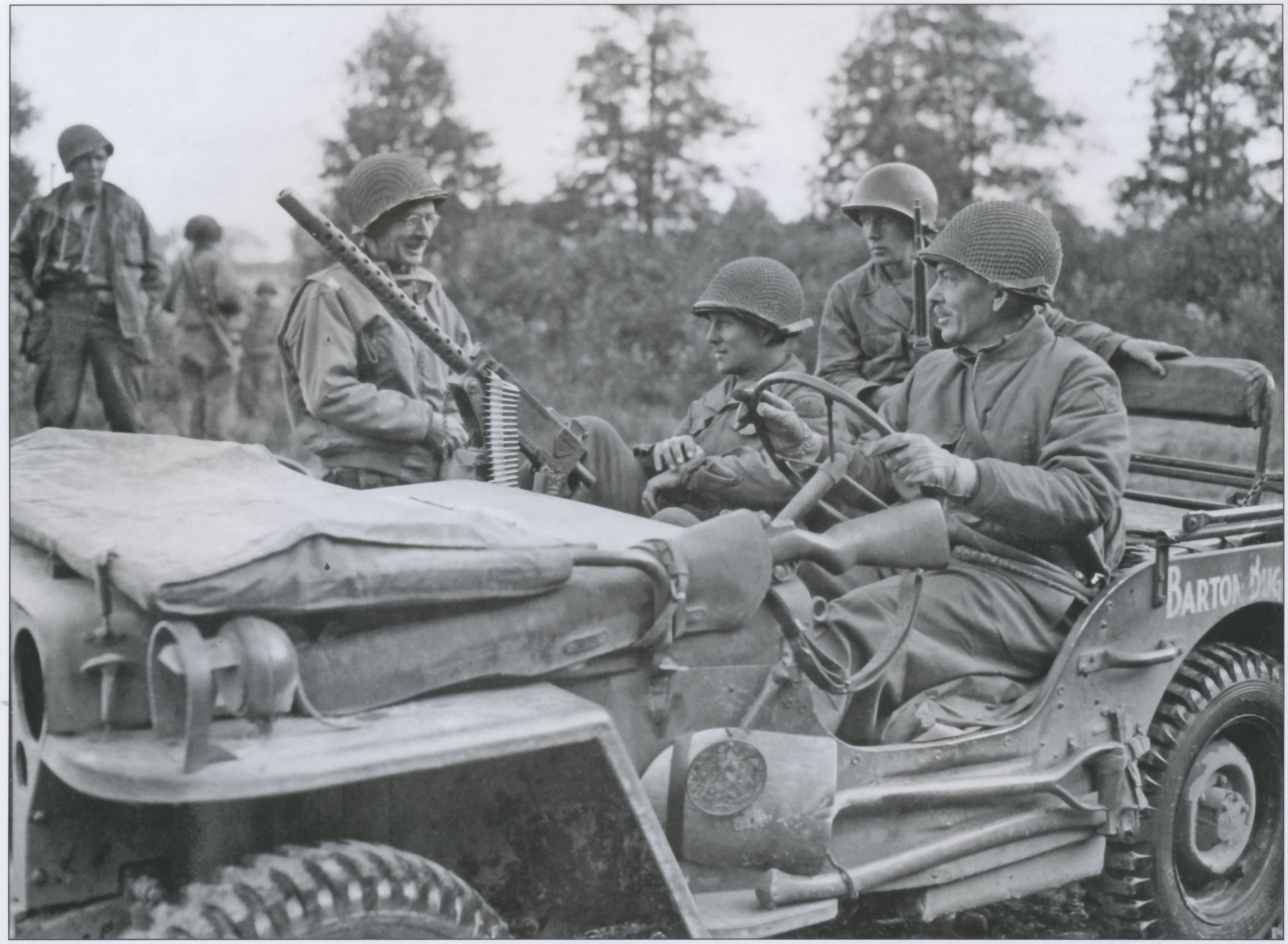
This is an interesting view of Patton's command jeep in the early winter of 1945 in use by Eisenhower and Gen. Manton Eddy during a tour of the Third Army front. By this stage, it has had added modifications including a rebuilt windshield and side doors as well as more extensive mud flaps.


War Eagle!
20491347 S
War Eagle!
94-X

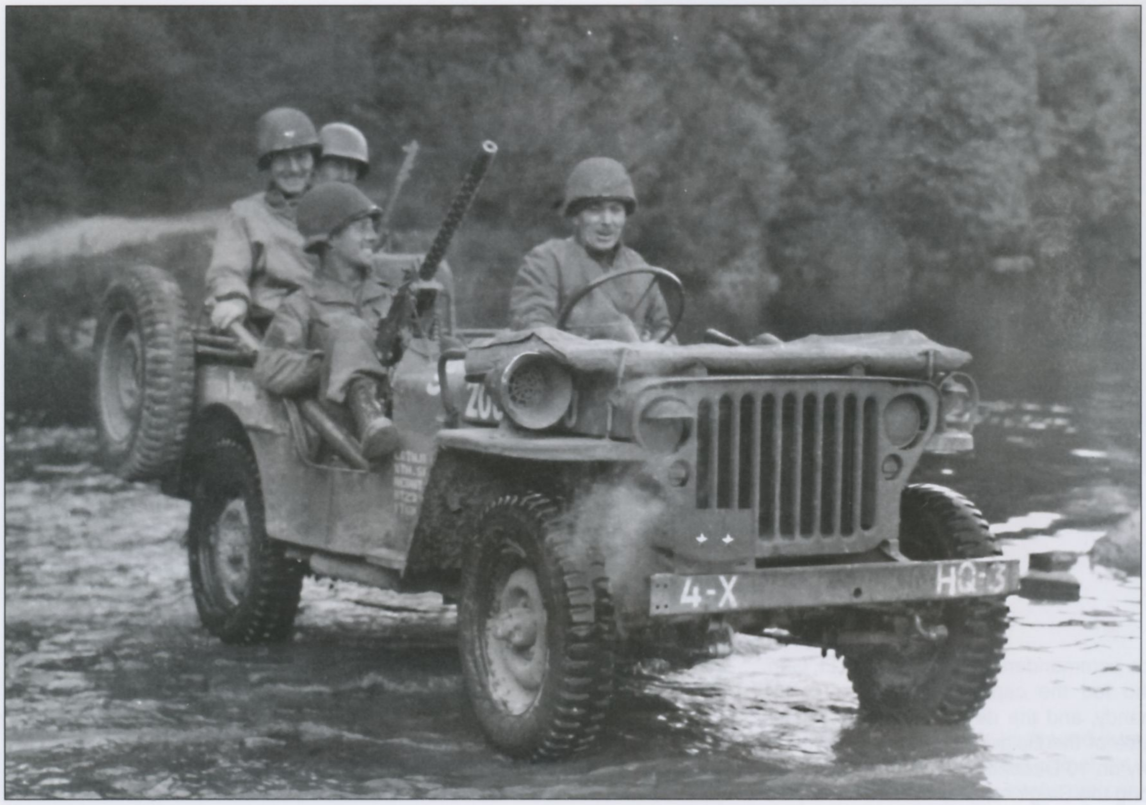
Although sometimes identified as one of Patton's jeeps, "War Eagle" was a 94th Division command jeep and Patton is simply seen riding in it while reviewing the troops at the end of the war.



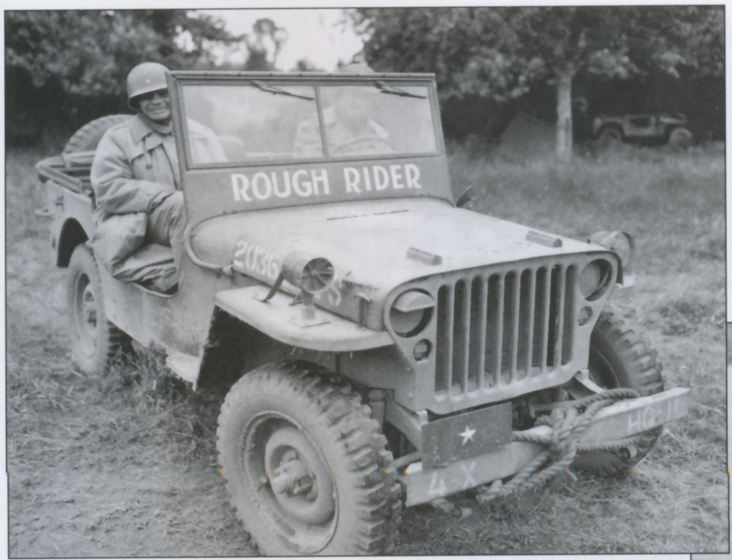
The most successful of the US corps commanders in the ETO was Lt. Gen. Lawton "Lightning Joe" Collins who led the capture of Cherbourg, the Operation Cobra breakout in Normandy, and the defeat of the 5th Panzer Army near Bastogne during the Battle of the Bulge. He is seen here in his command jeep near Duren, Germany on 10 December 1944 during the final phases of the frustrating fighting along the Siegfried line.



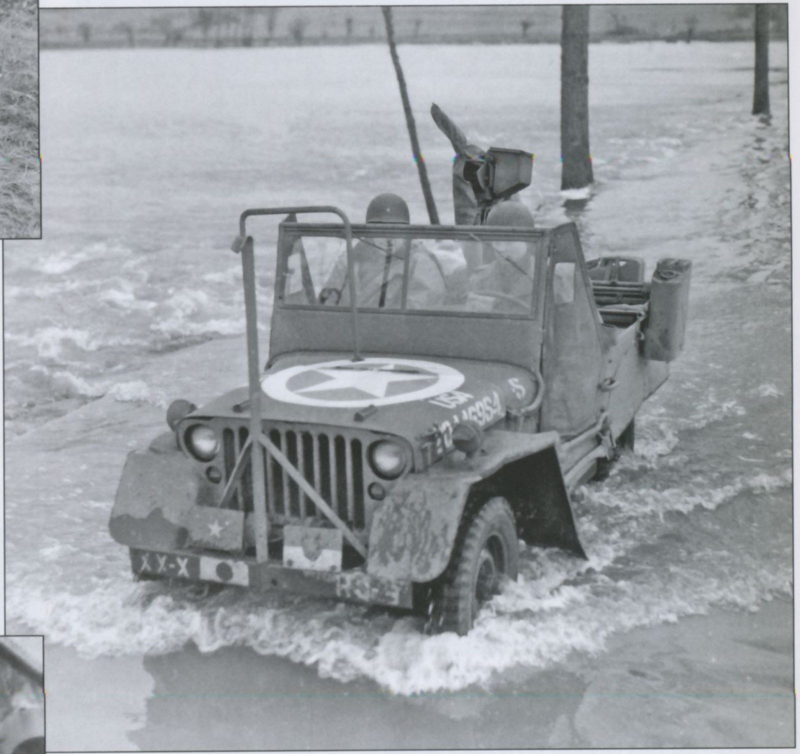
Maj. Gen. Lanham Barton of the 4th Division drove his own "Barton Buggy" armed with a .30 cal machine gun. He is seen here in the driver's seat on 12 September 1944.



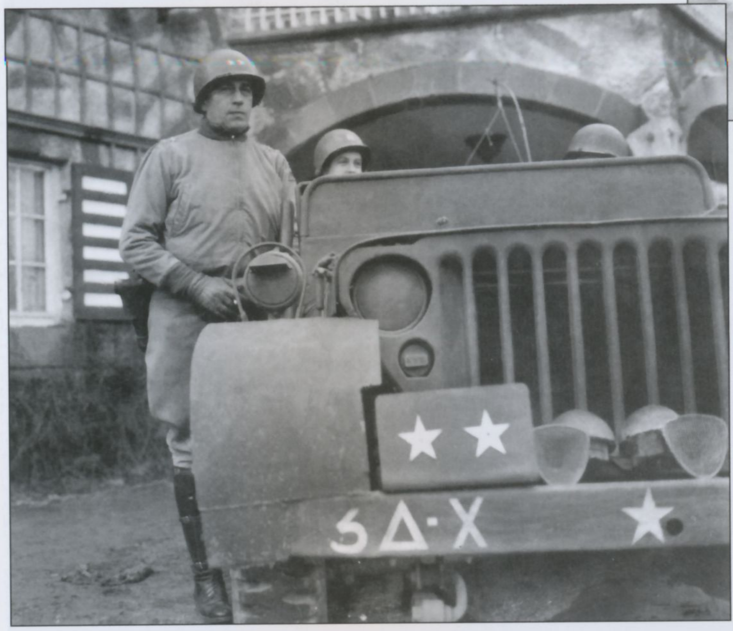
Another view of "Barton's Buggy" near Hemmeres, Germany on 12 September 1944. Like many command jeeps, it has a loud-speaker mounted on the fender.



Brig. Gen. Theodore Roosevelt was the son of president Teddy Roosevelt and so named his jeep after his father's Spanish-American war unit, the Rough Riders. Roosevelt was decorated with the Medal of Honor for his leadership of the 4th Division during the D-Day landings but died from a heart attack during the Normandy campaign.

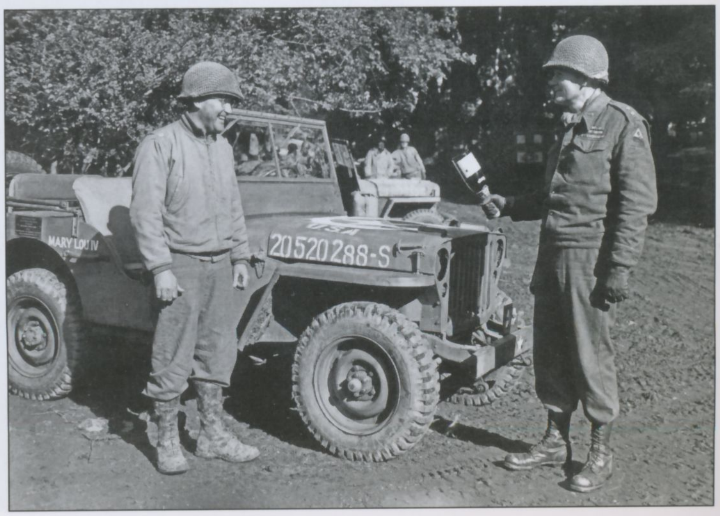


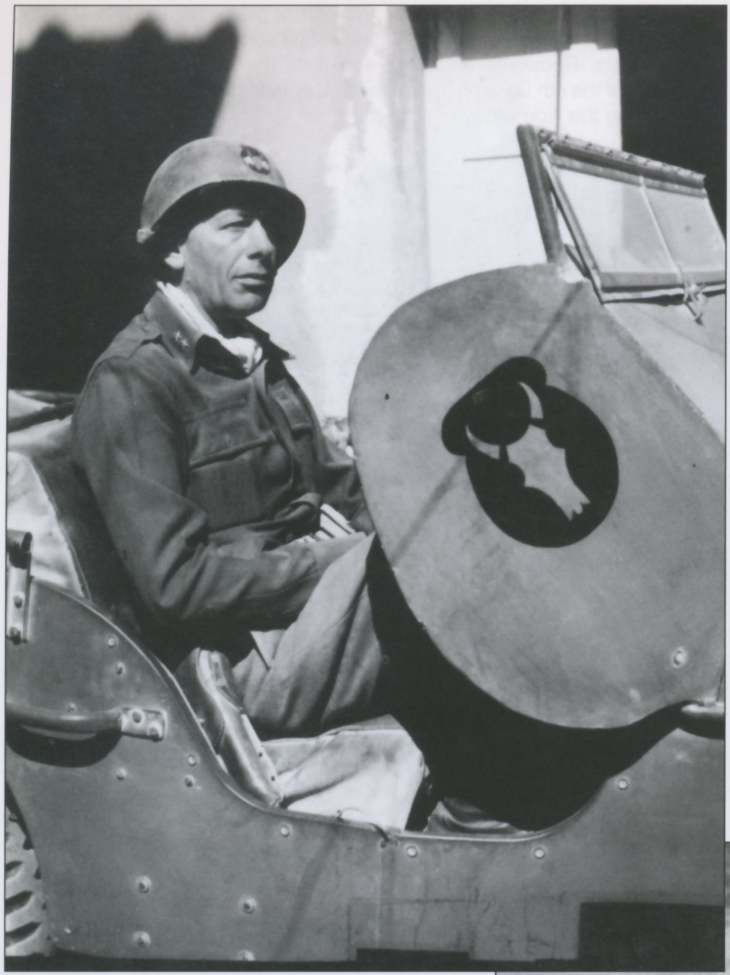
A good example of a senior command jeep assigned to Brigadier General William Collier of XX Corps, seen here near flooded Thionville, France in February 1945. It has numerous modifications including added mud flaps, wire guard, side doors and other features.



One of the top US tank commanders of the war, Maj. Gen. Robert Grow of the 6th Armroed Division, is seen here christening a new jeep near Nancy, France in October 1944.

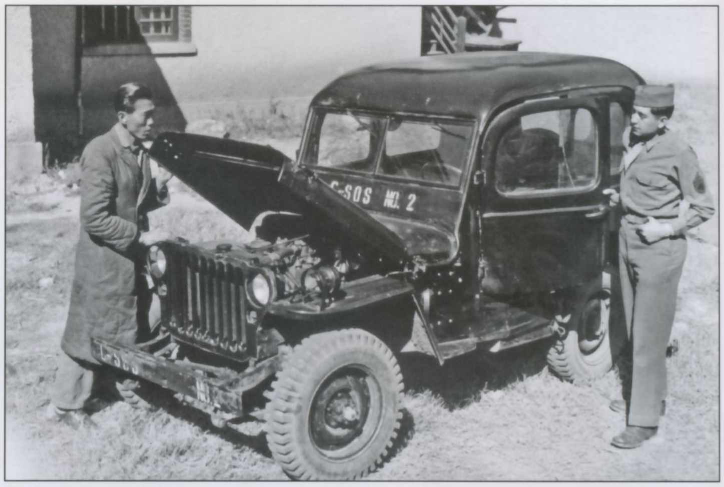
Maj. Gen. Maurice Rose of the 3rd Armored Division was well known for "leaning forward" in his jeep close to the forward lines. This habit proved dangerous; his jeep was trapped by a German Kingtiger tank during the fighting around Paderborn, Germany in March 1945 and he was killed under confused circumstances.



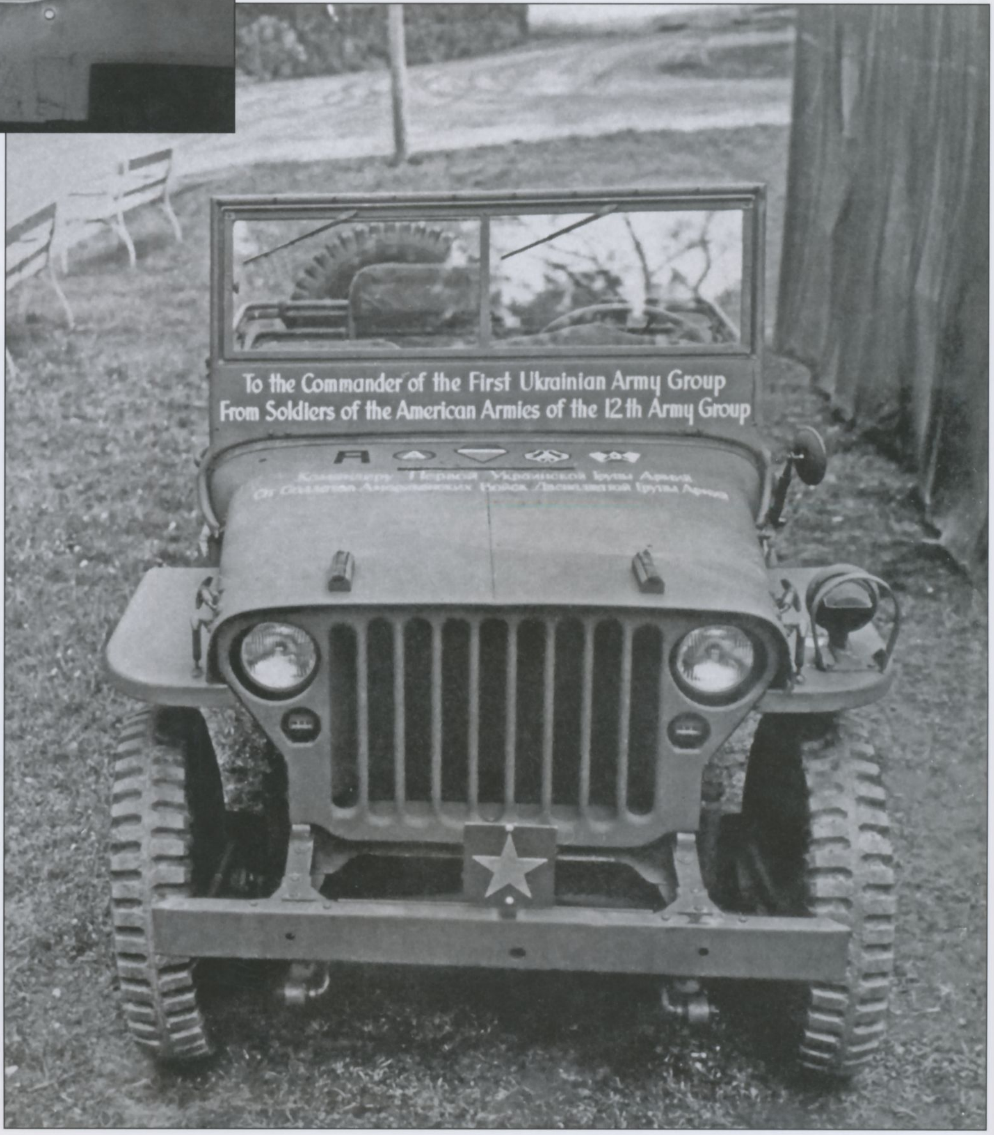


Maj. Gen. Charles Ryder of the 34th Division had his jeep modified with an armored parapet around the windshield, and marked with the division's Red Bull insignia on a black shield.

Maj. Gen. Lanham Barton of the 4th Division dur
September 1944.

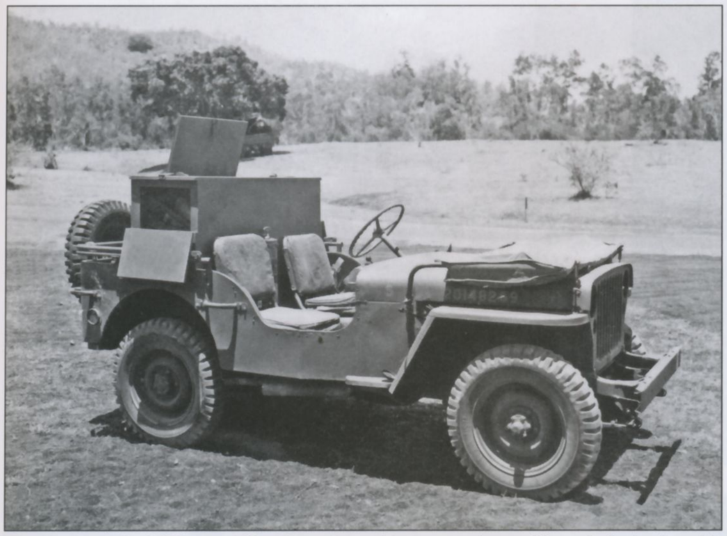


Some jeep upgrades were quite a bit more elaborate than usual. This particular sedan version was built in China for Gen. Cheves Driver.

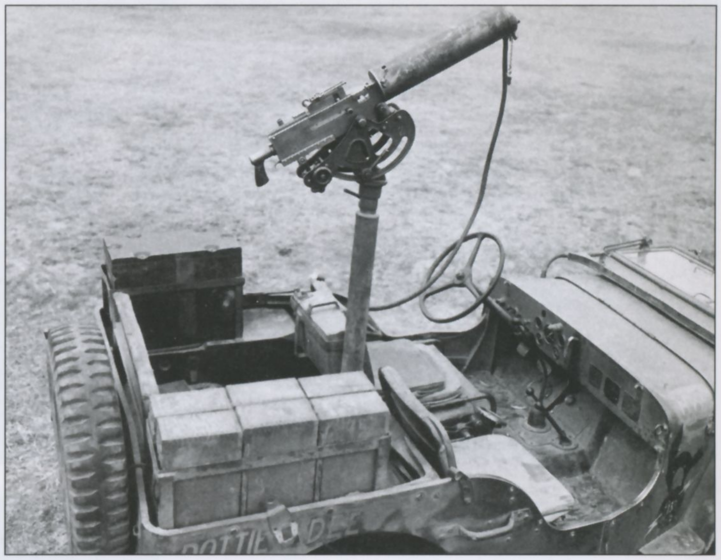

To the Commander of the First Ukrainian Army Group
From Soldiers of the American Armies of the 12th Army Group

This elaborately marked jeep was presented as a gift to the 1st Ukrainian Front by Bradley's 12th Army Group when the two formations met in German in April 1945. It was decorated with the insignia of the major formations of Bradley's command.

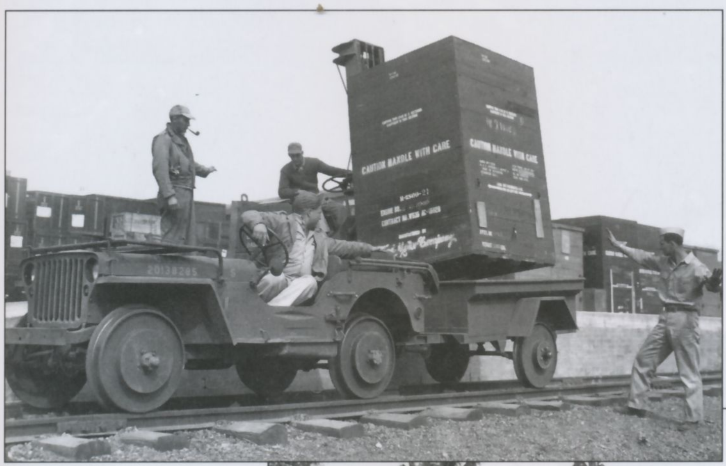
Pacific Jeep Potpourri



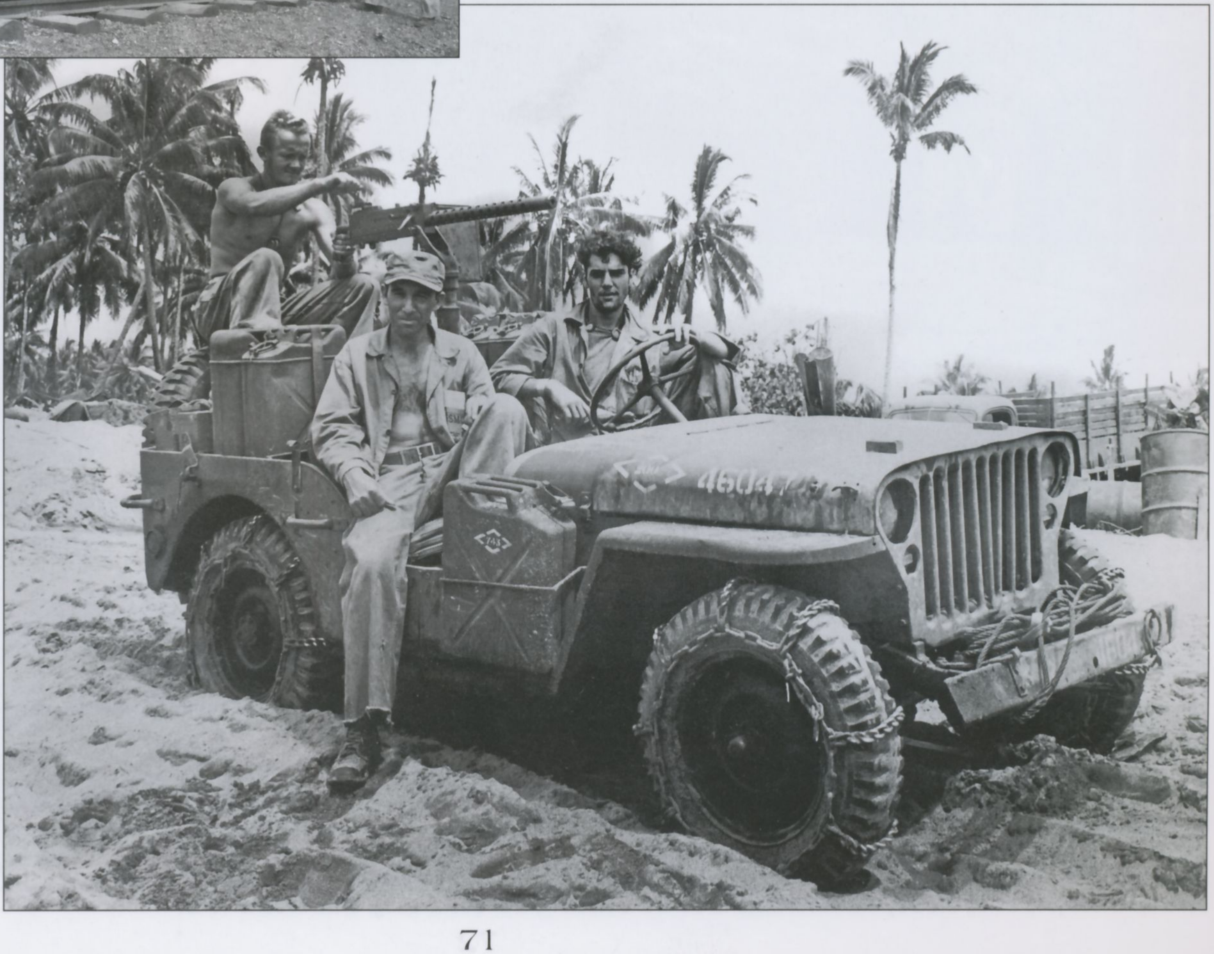
Popularly called Blitz or Blitz Buggies, this example on New Caledonia with the 112th Cavalry was used for messenger pigeons.



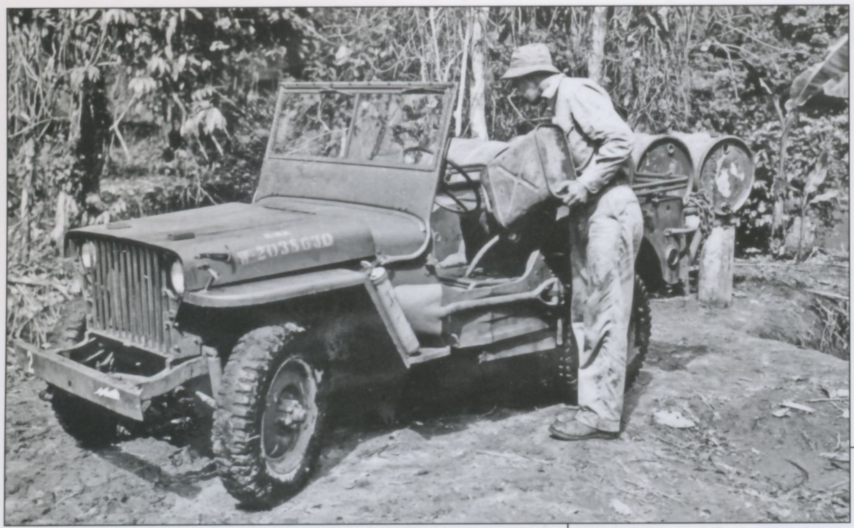
The standard armament on machine-gun jeeps was the .30 cal though not usually the water-cooled version as seen here with the "Peep Troops" of the Americal Division on New Caledonia in 1942. This is a locally constructed pedestal mount, not the standardized M31 which had more bracing. On this jeep the water reservoir has been mounted behind the driver and improvised ammunition racks have been added in the rear. This is an early Willys MB without the glove compartment.



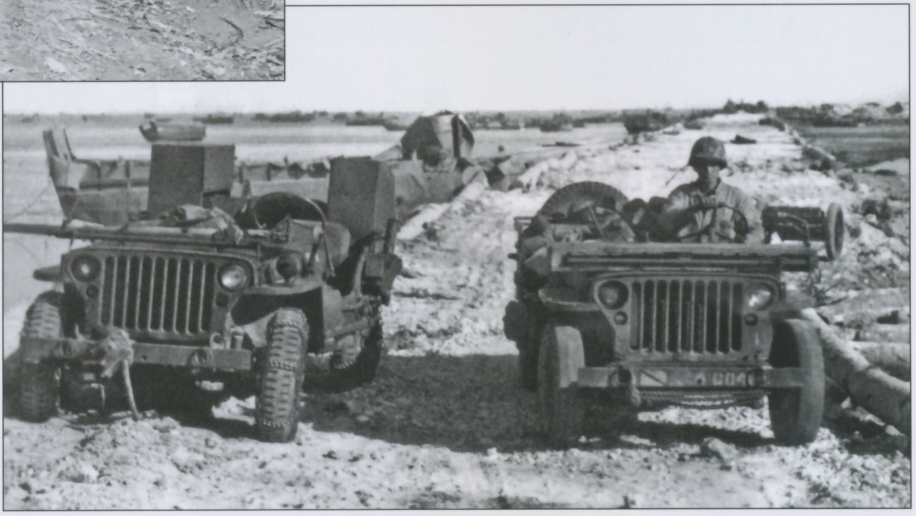
This jeep and ¼ ton trailer has been converted into a rail trolley while being used in Australia in August 1943.



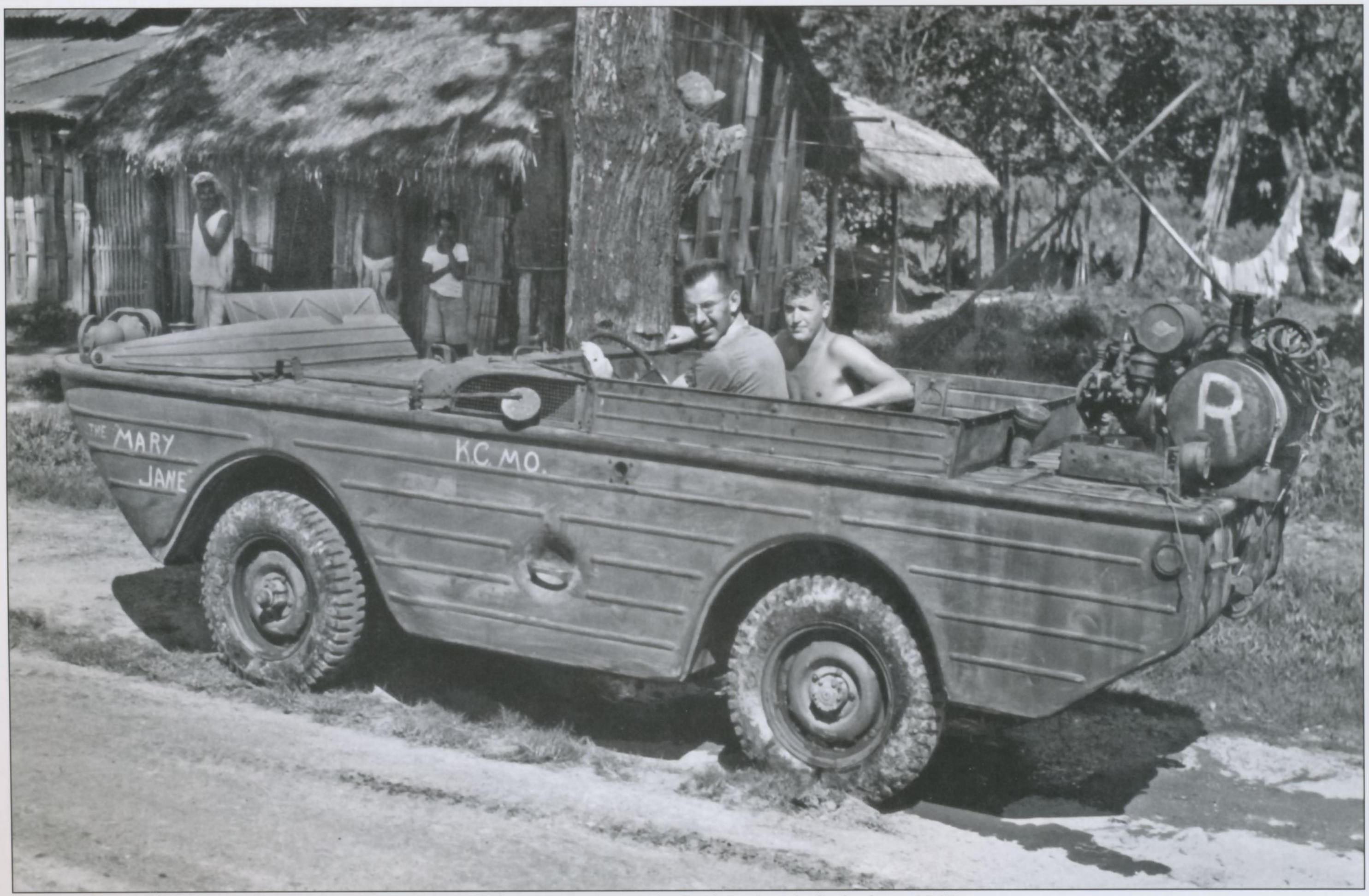
The Marine Corps divisions were much less motorized than their US Army counterparts, but jeeps were extensively used. This recon jeep of the 1st Marine Division is armed with a pedestal-mounted .30 cal machine gun.



A nice example of an early MB slat grill jeep with the 41st Division on Dobudura in May 1943.



These are two of the first US Marine Corps jeeps on Tarawa during the fighting there in 1943.



An amphibious jeep being used by the 165th Malaria Control Detachment in Sookerating, India in June 1945.

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